

A G E N D A

**NATURAL RESOURCES ITEMS FOR
TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD**

Transportation and Natural Resources - October 1, 2003 - 3:30 P.M.
State Administrative Board Meeting - October 7, 2003 - 11:00 A.M.
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MINERAL LEASES

1. Direct Development Metallic Mineral Leases (2), Trans Superior Resources, Inc. of West Vancouver, British Columbia, 160 acres, more or less, of Department of Natural Resources State-owned minerals, Section 17 and 24, T50N R29W, Michigamme Township, Marquette County.

Terms: Ten-year term; standard rental (\$3.00 per acre) and royalty (2 to 7 percent); bonus consideration \$320.00.

2. Direct Development Metallic Mineral Leases (2), Prime Meridian Resources, Inc. of Fond du Lac, Wisconsin, 80 acres, more or less, of Department of Natural Resources State-owned minerals, Section 8 and 13, T50N R29W, Michigamme Township, Marquette County.

Terms: Ten-year term; standard rental (\$3.00 per acre) and royalty (2 to 7 percent); bonus consideration \$160.00

3. Direct Nondevelopment Oil and Gas Lease, Arbor Resources, LLC of Traverse City, Michigan, 80 acres, more or less, of Department of Natural Resources State-owned minerals, Section 33, T25N R11W, Mayfield Township, Grand Traverse County.

Terms: One-year term, no extensions, 3/16 royalty, \$3,200.00 bonus

4. Direct Oil and Gas Leases (2), One Development and One Nondevelopment, Ward Lake Energy of Gaylord, Michigan, 20.83 acres, more or less, of State-owned minerals, Section 20, T23N R14W, Maple Grove Township, Manistee County.

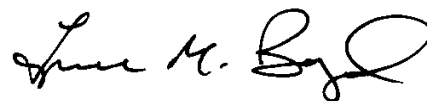
Terms: Two (2) year term, no extensions, 3/16 royalty, \$2,940.00 bonus.

Items 1 and 2 were formally approved by the Director of the Department of Natural Resources on September 12, 2003. Items 3 and 4 were formally approved by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on September 9, 2003. The form of legal documents involved in these transactions have previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources



By: _____
Lynne M. Boyd, Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: October 1, 2003 - Secretary of State's Office, 3:30 PM
State Administrative Board Meeting: October 7, 2003 - State Capitol, 11:00 AM

SUBCONTRACTS

1. **591B2001422 (CS-138 #591S1000032) Janitorial/Custodial Service for the \$83,357.30**
Hi-Tec Building Services MDOT Coloma and Watervliet Rest
6578 Roger Drive, Suite B Areas and Fred Jonas Park
Jenison, MI 49428

Approval is requested to extend the existing contract for the MDOT Coloma and Watervliet Rest Areas and Fred Jonas Park, located in Berrien County, for the period December 1, 2003, through November 30, 2004. The incumbent vendor has proposed a voluntary 2 percent price reduction in exchange for a one-year contract extension. The net savings to MDOT after the 2 percent price reduction will be \$1,701.18 annually. The original contract term was June 10, 2002, through November 30, 2003. The original contract was advertised, and two bids were received. The contract was awarded to the lowest bidder. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide Janitorial/Custodial Service and Grounds Maintenance at the MDOT Coloma and Watervliet Rest Areas and Fred Jonas Park.

Benefit: The Civil Service authorization under CS-138 #591S1000032 to contract outside the classified service for these services at MDOT rest areas and roadside parks statewide was approved under Standard D: Cost Savings; the total estimated cost savings over the five-year period of the original authorization was \$11,014,310. The voluntary 2 percent price reduction for this extension will provide an additional \$1,701.18 in annual savings.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on a fixed cost/unit cost basis and will not exceed the specified amount of \$83,357.30.

Risk Assessment: Failure to contract these services would result in the closing of these facilities.

Cost Reduction: MDOT received a voluntary 2 percent price reduction from the vendor.

New Project Identification: This is routine maintenance and not a new project.

2. **United Landscape, Inc.** **Mowing** **\$107,800**
 4400 22 Mile
 Shelby Twp., MI 48317

Approval is requested to authorize the City of Sterling Heights to award approximately a two-year subcontract for grass mowing and litter pickup on Hall Road (M-59) in Macomb County. The project was advertised, and nine bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through March 31, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for routine mowing of trunkline roadside, cutting of miscellaneous right-of-way areas, and mowing of median retention ponds.

Benefit: The contract provides safer highways for the traveling public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: If duties are not performed, the roads could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

3. **Rieth Riley Const., Inc.** **Cold Milling & HMA Paving** **\$133,888.88**
 4435 M-37 South
 Grawn, MI 4937

Approval is requested to authorize the Wexford County Road Commission to award a subcontract for cold milling, resurfacing using hot mix asphalt (HMA), and pavement marking beginning at the temporary US-131 Freeway end point, extending north 2.65 miles to the grade separation structure over US-131 Freeway. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through November 30, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for coldmilling and resurfacing on US-131 in Wexford County.

Benefit: The contract provides safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

4. **Fenstermacher Asphalt Paving Cold Milling & HMA Paving \$20,510.25**
18573 Northland Drive
Big Rapids, MI

Approval is requested to authorize the City of Big Rapids to award a subcontract for cold milling, resurfacing using hot mix asphalt (HMA), and pavement marking at the US-131 business route (State Street) and Pine Street in Big Rapids. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for 300 feet of cold milling and resurfacing of US-131 business route (State Street) and Pine Street in Big Rapids.

Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadway could become hazardous for the traveling public.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

5. **Payne & Dolan, Inc. Milling & Paving \$36,570**
P.O. Box 351
Gladstone, MI 49837

Approval is requested to authorize the Chippewa County Road Commission to award a subcontract for profile milling and paving at various locations along M-129 within Chippewa County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through November 1, 2003. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The contract provides for the removal and replacement of the asphalt road surface of five (5) bridge/culvert approaches on M-129 in Chippewa County.

Benefit: The contract provides for safer highways for the traveling public. It also helps to reduce road surface maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

Risk Assessment: The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the bumps are not repaired, there is a potential risk of vehicle damage and/or loss of control for the motorists.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

CONTRACTS

6. *FINANCE & ADMINISTRATION - Increase Services and Amount, Extend Term

Amendatory Contract (2001-0198/A2) between MDOT and Public Financial Management, Inc., will increase the maximum contract amount by \$50,000 to provide for an additional year of services and will extend the contract term by one year. The original contract provides for financial advisory services regarding the financial details of the issuance and marketing of State Trunkline and Comprehensive Transportation bonds, including maturity schedules, call features, interest payment dates, and rating agency presentations, among other duties. The revised contract term will be December 20, 2000, through December 19, 2004. The revised maximum contract amount will be \$550,000. Source of Funds: State Restricted Comprehensive Transportation Funds or State Restricted Trunkline Funds, depending on the issue.

Purpose/Business Case: This amendatory contract will increase the maximum contract amount by \$50,000 to provide for an additional year of financial consultant services and will extend the contract term by one year. This will allow MDOT to swap variable rate notes to fixed interest rate and issue an additional \$320 million of new bonds.

Benefit: MDOT sporadically issues bonds/notes and needs expert financial assistance to complete these sales and refunding issues. MDOT is analyzing a swap of our variable rate debt to fixed rate. Continued assistance from our financial advisor is advisable to complete these deals.

Funding Source: State Restricted Comprehensive Transportation Funds or State Restricted Trunkline Funds, depending on the issue.

Commitment Level: MDOT intends to swap variable rate notes to fixed interest rate and issue an additional \$320 million of new bonds. This amendment sets the fixed rate (plus actual out of pocket costs) to be paid if MDOT issues a bond/note deal.

Risk Assessment: MDOT cannot issue bonds or refund bonds to take advantage of lower interest rates without a financial advisor.

Cost Reduction: The consultant has agreed to retain its rates at the 2000 level for another year. Refunding bond deals often result in several million dollar savings in debt service.

New Project Identification: This amendment will provide for the continuation of existing services.

7. *HIGHWAYS - Increase Amount and Extend Term

Amendatory Contract (87-0660/A14) between MDOT and the National Oceanic and Atmospheric Administration, National Ocean Service (NOS), will provide for full-time services of a NOS Geodetic Advisor, increase the contract amount by \$51,500, and extend the contract term by one year. The original contract provides for a Geodetic Advisor to be housed in MDOT to serve as a liaison between MDOT and NOS, perform training as needed, suggest improvements in techniques or procedures, monitor field operations and results, inspect monumentation, supervise and aid in the performance of mark maintenance in MDOT, and aid MDOT in the office and field with any geodetic control work in which NOS has an interest. The revised contract term will be September 18, 1987, through September 30, 2004. The revised total contract amount will be \$797,620. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The purpose of this amendment is to extend an ongoing agreement between the National Geodetic Survey, a section of the National Oceanic and Atmospheric Administration (NOAA) which is part of the US Department of Commerce. This agreement provides a full time position to MDOT for assistance, guidance, software, specification and physical support for the maintenance and enhancement of Michigan's Geodetic Survey Control Network. This network consists of all High Accuracy State and Federal Survey Control and is part of the National Control Base Network. MDOT is the state agency responsible for maintaining Michigan's Geodetic survey control as it is the spatial framework to which our state transportation system is referenced.

*Denotes a non-standard contract/amendment

Benefit: In addition to providing us a full time, professional level employee for a relatively small cost, we also benefit from the integration of state and federal level control networks, a higher quality survey control infrastructure, and local expertise and access to specialized knowledge and federally-owned equipment necessary to complete geodetic control surveys.

Funding Source: 50% National Oceanic and Atmospheric Administration (NOAA) Funds and 50% State Restricted Trunkline Funds.

Commitment Level: Contract costs are fixed, renewed on an annual basis.

Risk Assessment: Non-renewal of this contract would contribute to the degradation of the state and federal geodetic control network. It would also deprive the state of access to knowledge and equipment necessary to maintain and enhance geodetic survey control. This would further result in increased cost for surveys required to support our road and bridge improvement program.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

8. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0805) between MDOT and CSX Transportation, Inc., dated October 9, 1995, provides for funding improvements under job number 73426 to a crossing of CSX in the city of Holland, Ottawa County. These improvements include reconstruction of the crossing and correction of adverse approach grades. This work will reduce the number of low riding vehicles that get caught on the tracks.

Estimated Funds:

Federal Highway Administration Funds	\$131,400
State Restricted Trunkline Funds	<u>\$ 14,600</u>
Total Funds	<u>\$146,000</u>

STR 70021 - 73426

Railroad Force Account Work

Purpose/Business Case: To reconstruct railroad crossing and correct adverse approach grades.

Benefit: Increased safety by reducing potential loss of control of vehicles crossing over the tracks due to the grade differential.

Funding Source: Federal Surface Transportation Rail Safety Funds and State Railroad Grade Crossing Funds

Commitment level: 90% Federal and 10% State; based on estimate

Risk Assessment: Vehicles will continue to experience an abrupt drop when crossing over the tracks which presents a safety hazard.

Cost Reduction: Improvements are on railroad property, and CSX is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Improve existing railroad crossing.

9. HIGHWAYS - Time Extension

Amendatory Contract (96-0709/A8) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will extend the contract term by one year to provide additional information from the Department of Environmental Quality. The original contract provides for environmental cleanup and closure at MDOT's Kalamazoo Maintenance Garage. The Michigan Department of Environmental Quality has requested more information to allow for closure of this site. The revised contract term will be September 12, 1996, through September 30, 2004. The total contract amount remains unchanged at \$612,344.15. Source of Funds: 100% Michigan Department of Environmental Quality (State Sites Cleanup) Funds.

Purpose/Business Case: This revision is needed to provide sufficient time for the consultant to complete the environmental cleanup and closure at the Kalamazoo maintenance garage.

Benefit: This environmental cleanup is required by State and Federal law.

Funding Source: 100% State Sites Cleanup Funds.

Commitment Level: The hourly costs are fixed, however the number of hours to perform this work has been estimated.

Risk Assessment: The Department of Environmental Quality has requested more information to allow for closure of this site. We are required to respond to their request.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

10. HIGHWAYS - IDS Time Extension

Amendatory Contract (99-0872/A2) between MDOT and HH Engineering, Ltd., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects. The original contract provides for design consultant services to be performed on an as needed/when needed basis. The revised contract term will be November 18, 1999, through November 18, 2004. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This amendment is for the request to extend the expiration date for this contract from November 18, 2003 to November 18, 2004. This extension is required to meet the scheduled plan completion of authorization (Z15), US-12, from southwest of Roehm Road to southwest of Schill Road in Saline Township in Washtenaw County. Authorization (Z15) consists of all work related to adding passing relief lanes for both directions of traffic.

Benefit: This amendment will allow for the completion of authorization (Z15), US-12, from southwest of Roehm Road to southwest of Schill Road in Saline Township in Washtenaw County. Authorization (Z15) consists of all work related to adding passing relief lanes for both directions of traffic. Passing relief lanes are needed through this area because of the large amount of truck traffic. This will provide motorists a way to pass slow moving trucks safely.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of this contract is not in alignment with the scheduled plan completion for the authorization (Z15) project. Failure to extend the expiration date will necessitate that the consultant stop all design work prior to the completion of their project responsibilities. If the project is not constructed, motorists will continue to pass unsafely.

Cost Reduction: There is no cost associated with this request.

New Project Identification: The passing relief lanes are new work.

11. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z15/R2) under Contract (99-0872) between MDOT and HH Engineering, Ltd., will extend the authorization term by one year to provide sufficient time for the consultant to complete the services. The original authorization (Z15) provides for design consultant services to be performed on all work related to adding passing relief lanes for both directions of traffic on US-12 from southwest of Roehm Road to southwest of Schill Road in Saline Township, Washtenaw County. The revised authorization term will be November 18, 1999, through November 18, 2004. The authorization amount remains unchanged at \$320,000. The contract term is from November 18, 1999, through the date of award of amendment 1999-0872/A2, through November 18, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This extension is required to meet the scheduled plan completion of authorization (Z15), US-12, from southwest of Roehm Road to southwest of Schill Road in Saline Township in Washtenaw County. Authorization (Z15) consists of all work related to adding passing relief lanes for both directions of traffic.

Benefit: This revision will allow for the completion of authorization (Z15), US-12, from southwest of Roehm Road to southwest of Schill Road in Saline Township in Washtenaw County. Authorization (Z15) consists of all work related to adding passing relief lanes for both directions of traffic. Passing relief lanes are needed through this area because of the large amount of truck traffic. This will provide motorists a way to pass slow moving trucks safely.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to extend the expiration date will necessitate that the consultant stop all design work prior to the completion of their project responsibilities. If the project is not constructed, motorists will continue to pass unsafely.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Although the passing relief lanes are new, they are less than one mile long.

12. HIGHWAYS - IDS Time Extension

Amendatory Contract (2000-0002/A2) between MDOT and HNTB Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects. The original contract provides for design consultant services to be performed on an as needed/when needed basis. The revised contract term will be November 8, 1999, through November 8, 2004. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This Amendment is for the request to extend the expiration date for this contract from November 8, 2003, to November 8, 2004. This extension is required to meet the scheduled plan completion of authorization (Z17), I-96, between I-94 and I-75, in the city of Detroit, Wayne County. The project length is 2 miles. This reconstruction project is included within MDOT's 5 year road plan, it will be found within the 2004 to 2006 STIP/TIP and is currently planned to be constructed during the summer of 2005.

Benefit: This amendment will allow for the completion of authorization (Z17), I-96, between I-94 and I-75 in the city of Detroit, Wayne County. Authorization (Z17) will improve the pavement ride, condition and safety of the roadway. This reconstruction project will also reduce the long term maintenance costs for this area.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of this contract is not in alignment with the scheduled plan completion for the authorization (Z17) project. Failure to extend the expiration date will necessitate that the Consultant stop all design work prior to the completion of their project responsibilities. Should this occur, MDOT will be unable to meet the current letting schedule, which will prevent this project from being constructed as proposed. Please note that the construction of this project is to be completed prior to the Super Bowl in 2006.

Cost Reduction: There is no additional cost associated with this request.

New Project Identification: This is not a new project.

13. HIGHWAYS - IDS Time Extension

Amendatory Contract (2000-0009/A2) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects. Seventeen authorizations need to be extended under this agreement due to delays on the part of the local agencies in their needs and schedules. The original contract provides for design consultant services to be performed on an as needed/when needed basis. The revised contract term will be November 18, 1999, through November 18, 2004. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This Amendment is for the request to provide sufficient time for the consultant to complete ongoing projects. The projects are for local agencies and are delayed due to the locals' need and schedule. Extending this contract will allow for seventeen (17) authorizations to be extended enabling these projects to be completed. No new authorizations will be added to this contract.

Benefit: The authorizations are for design consultant services to be performed on an as needed/when needed basis. The additional benefit is that needed services can be provided for the local government and traveling public.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of the authorizations may cause services to end prematurely creating a support problem with the projects. The local agencies rely on our ability to meet deadlines and provide services that will enable them to meet their program commitments.

Cost Reduction: There is no cost associated with this request.

New Project Identification: This is not a new project.

14. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2000-5270) between MDOT and the Gladwin County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds being used in lieu of Transportation Economic Development Funds:

PART A

Bituminous reconstruction work along Round Lake Road (F-97) from Highway M-18 northerly approximately 0.29 km and from 1.39 km north of Highway M-18 northerly to 0.27 km north of Renas Road, including machine grading, subbase, aggregate base, aggregate shoulder, drainage improvement, pavement marking, and slope restoration work.

PART B

Bituminous resurfacing work along Round Lake Road (F-97) from approximately 0.29 km north of Highway M-18 northerly 1.10 km, including trenching, base widening, and aggregate shoulder work.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$100,800	\$ 0	\$100,800
State Restricted Economic Development Funds	\$235,300	\$ 0	\$235,300
Gladwin County Road Commission Funds	<u>\$ 84,100</u>	<u>\$65,900</u>	<u>\$150,000</u>
Total Funds	<u>\$420,200</u>	<u>\$65,900</u>	<u>\$486,100</u>

EDDF 26555 - 52886

Letting of 9/5/2003

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: Federal Minimum Guarantee Funds

State Transportation Economic Development Funds, and Gladwin County Road Commission Funds

Commitment Level: 24% Federal, 56% State, 20% Gladwin County Road Commission; based on estimate

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improve existing roadway.

15. HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0136/A2) between MDOT and Tyme Engineering, Inc., will extend the contract by one year to provide sufficient time for the consultant to complete work on existing projects. The original contract provides for bridge maintenance, scoping and other services on an as needed basis. The revised contract term will be November 15, 2000, through October 31, 2004. The total contract amount will remain unchanged at a maximum of \$4,000,000. No new work will be authorized under this IDS contract. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized

Purpose/Business Case: To allow completion of work on all authorizations.

Benefit: To allow consultant time needed to inspect and final out projects that were delayed.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the IDS contract is not extended, there will be no inspection or final paperwork for projects not completed by 10/31/03.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

16. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z7/R2) under Contract (2001-0136) between MDOT and Tyme Engineering, Inc., will provide additional inspection and testing services, will increase the authorization amount by \$123,045.81, and will extend the authorization term by six months. This revision is necessary because workload increases at the Port Huron Transportation Service Center (TSC) are greater than originally anticipated, and staff will not have time to handle final quantities and inspection required for this project. The original authorization provides for construction engineering services on I-94 from M-102 to Masonic Boulevard in Macomb County. The revised authorization term will be from July 2, 2002, through April 30, 2004. The revised authorization amount will be \$408,238.86. The original contract term as revised, will be November 11, 2000, through October 15, 2004. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: Additional hours required because work load at the Port Huron Transportation Service Center (TSC) is greater than originally anticipated and staff will not have time to handle final quantities and inspection required for this project. Additional time is required to allow consultant to complete the services.

Benefit: To allow consultant additional time needed to inspect and final out this project.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If authorization is not extended there will be no inspection or final paperwork.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

17. HIGHWAYS – IDS Construction Engineering Services

Authorization Revision (Z11/R1) under Contract (2001-0136) between MDOT and Tyme Engineering, Inc., will extend the authorization term by approximately one year to provide sufficient time for the Consultant to complete the services. The time extension is necessary due to project delays at the time of award of job number 45737A. The original authorization provides for construction engineering services for I-696 Service Drive, Milton Road easterly to eastside of Groesbeck Highway in Macomb County. The revised authorization term will be from December 3, 2002, through October 31, 2004. The total authorization amount remains unchanged at \$588,600.04. The original contract term as revised, will be November 15, 2000, through October 31, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization period to October 31, 2004, because Job Number 45737A was delayed at the time of award schedule.

Benefit: To allow consultant additional time needed to inspect and final out this project.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If authorization is not extended, there will be no inspection or final paperwork after the completion date.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: Not new work.

18. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z12/R1) under Contract (2001-0136) between MDOT and Tyme Engineering, Inc., will extend the authorization term by approximately two and one half months to provide sufficient time for the Consultant to complete the services. The original authorization provides for construction engineering services for the four bridges over I-696: S01 of 50061, S12, S14, and S15 of 63103 in Macomb County. The revised authorization term will be from December 3, 2002, through December 31, 2003. The total authorized amount remains unchanged at \$269,100.69. The original contract term as revised, will be November 11, 2000, through October 15, 2004. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: To extend the authorization period from 10/15/03 to 12/31/03.

Benefit: To allow consultant additional time needed to inspect and final out this project.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If authorization is not extended, there will be no inspection or final paperwork.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Not a new project.

19. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2001-0319/A1) between MDOT and Wilcox Professional Services, LLC, will increase the services, increase the contract amount by \$177,590.36, and extend the contract term by approximately one year to allow for continued construction engineering services due to a change in three of the bridges designed for M-6 at I-196 in Ottawa County (C.S. 70025, J.N. 33330A). The revised contract term will be February 20, 2001, through January 31, 2005. The revised total contract amount will be \$2,853,878.36. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Construction of the M-6/I-196 interchange in Ottawa County. To provide construction engineering oversight for the project.

Benefit: Provide new freeway to freeway interchange for the people of west Michigan. Provide construction engineering on a project that could not be handled by MDOT forces.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This project is the last interchange on the new M-6 freeway that needs to be completed prior to opening. The additional cost and time are required to cover work not in the original contract. The current expiration date is now before the project completion date. If it is not extended, MDOT would not be able to provide the necessary inspection.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This interchange is part of the new M-6 freeway.

20. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z8/R2) under Contract (2001-0416) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will add services to the initial authorization to provide for additional inspection services due to the failure of 3200 tons of Hot Mix Asphalt on M-29 from Baker Road to County Line Road, Chesterfield Township, city of New Baltimore, Macomb County (CS 50072 - JN 52801A) and will increase the authorization amount by \$24,985.86. The original authorization (Z8) included cold milling and resurfacing, concrete pavement repairs, guardrail upgrading, storm sewer repair, watermain replacement, pavement marking and signing for a total cost of \$366,568.81. The term of the authorization remains unchanged, March 31, 2003, through June 7, 2004. The revised authorization amount will be \$391,554.67. The contract term is June 8, 2001, through June 7, 2004. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This project has been established to extend the life of M-29 in the city of New Baltimore, Macomb County. There is 2.26 miles of coldmilling and resurfacing on this project. The revision will allow for the consultant to inspect the removal and replacing of 3200 tons of failed Hot Mix Asphalt which was not part of the original work. In addition to the inspection, the consultant will now have to attend many meetings due to the added work and provide additional testing services. Also, the contractor has chosen to expedite the project in order to meet the current progress schedule finish date, therefore, premium overtime is necessary for the consultant. The Department is in the process of recovering the additional costs from the contractor.

Benefit: The benefit will be to ensure a smoother ride for the motorists and eliminate potholes. It also provides a safer ride for the everyday driver. The removal and replacement of the failed Hot Mix Asphalt will result in longer pavement life.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The contractor placed Hot Mix Asphalt which failed to meet MDOT's specifications. This material needs to be removed and replaced which will require extra services from the consultant. If the failed material is not removed, the roadway may deteriorate quicker than expected.

*Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

21. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z9/R3) under Contract (2001-0416) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will add services to the initial authorization to provide for the addition of signals, material testing and additional meetings on US-12 from Division Street to Currier Street, village of Clinton, Lenawee County (CS 46101 - JN 58246A) and will increase the authorization amount by \$21,119.51. The original authorization (Z9) provides for the inspection of the cold milling and hot mix asphalt resurfacing, streetscaping and watermain improvements for a total cost of \$143,253.81. The term of the authorization remains unchanged, April 17, 2003, through June 7, 2004. The revised authorization amount will be \$164,373.32. The contract term is June 8, 2001, through June 7, 2004. Source of Funds: 58% Federal Highway Administration Funds and 25% State Restricted Trunkline Funds and 17% Village of Clinton Funds.

Purpose/Business Case: Recent changes in the scope of work have resulted in extra hours needed for the consultant. The changes include the addition of signals, material testing and additional meetings. A consultant contract to administer and inspect MDOT construction projects is needed to ensure the project is constructed in accordance with the construction specifications and standards. US-12 needs rehabilitation due to severe and continuing pavement failure. The cost of maintenance of this segment of US-12 has continuously exceeded the annual budget over the past 5 years. We have coordinated this project with the Village of Clinton. The Village has applied and received an Enhancement Grant to fund streetscape work within our project limits.

Benefit: Improved smoother riding surface and significant safety improvements for the motoring public.

Funding Source: 58% Federal Highway Administration Funds, 25% State Restricted Funds, and 17% Village of Clinton Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Roadway is in need of pavement rehabilitation. Safety upgrades need to be brought up to current Federal and State standards.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Partial. This is a rehabilitation of 0.30 miles of existing roadway with 17% new streetscaping funded by the Village of Clinton.

22. HIGHWAYS - IDS Design Consulting Services

Authorization (Z16) under Contract (2001-0422) between MDOT and Wilcox Professional Services, LLC, will provide for landscape design for enhancement with decorative lighting on the I-94 median between Beech Daly Road and Inkster Road (CS 82022 - JN 75797C). The work items include conducting design survey, preliminary plans, and development of final plans and specifications. This authorization will be in effect from the date of award through April 12, 2004. The authorization amount will be \$142,689.58. The contract term is April 13, 2001, through April 12, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract is for the negotiated fees to design the tree planting and decorative lighting at the I-94 Woodland Area between Inkster Road and Beech Daly Road (CS 82022-JN 75797C). This is the second phase of the Ghafari Associates concept plan for the I-94 beautification project from I-275 eastbound to downtown Detroit. The work items include supplementing the existing landscape with native tree, shrub, and bulb species. Upward lighting will be introduced to highlight the natural beauty of the area.

Benefit: The project will enhance the motorists' journey from Detroit Metro Airport to downtown Detroit.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Risk of not completing this project is the missed opportunity to aesthetically enhance the I-94 corridor area.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an existing woodland area which will be enhanced.

23. HIGHWAYS - IDS Design Consulting Services

Authorization Revision (Z17/R1) under Contract (2001-0422) between MDOT and Wilcox Professional Services, LLC, will provide for the design of M-21 from west of Delaney Road to Chestnut Road, Owosso Township, Shiawassee County, and will increase the authorization amount by \$129,886.20. The original authorization (Z17) provided for a preliminary survey for safety improvements, for a total cost of \$41,783.98. The term of the authorization remains unchanged from the date of execution through April 12, 2004. The revised authorization amount will be \$171,670.18. The contract term is April 13, 2001, through April 12, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The consultant is providing Design Plans for the rehabilitation of M-21.

Benefit: By repairing and resurfacing this roadway, safety will be improved and a better ride for motorists will be provided.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project was not undertaken, safety would not improve and the existing pavement condition would continue to deteriorate, resulting in a worse ride for motorists.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This project involves rehabilitation of an existing roadway.

24. HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0422/A2) between MDOT and Wilcox Professional Services, LLC, will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects. The original contract provides for design consultant services to be performed on an as needed/when needed basis. The revised contract term will be April 13, 2001, through April 12, 2005. The maximum dollar amount of the contract remains unchanged at \$2,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This amendment is for the request to provide sufficient time for the consultant to complete ongoing projects.

Benefit: To extend the term to complete ongoing authorizations.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of the authorizations may cause services to end prematurely creating a support problem with the projects.

Cost Reduction: There is no cost associated with this request.

New Project Identification: This is not a new project.

25. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z4/R2) under Contract (2001-0955) between MDOT and HNTB Michigan, Inc., will provide for additional design services for the addition of two temporary traffic signals to accommodate the proposed part-width construction of the Warren Avenue Bridge over I-96 (S01) in the city of Detroit, Wayne County (CS 82124 - JN 48608C) and will increase the authorization amount by \$12,209.99. The original authorization (Z4) provides for the design of I-96, from I-94 to I-75, which includes reconstruction, ramp upgrading, and drainage work. The term of the authorization remains unchanged, October 8, 2002, through April 28, 2004. The revised authorization amount will be \$701,581.28. The contract term is August 28, 2001, through August 28, 2004. Source of Funds: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds and 1.25% City of Detroit Local Act 51 Funds.

Purpose/Business Case: This authorization revision is for the negotiated fees to add additional design work to this project. This additional design work is for the addition of two temporary traffic signals to accommodate the proposed part-width construction of the Warren Avenue Bridge over I-96 (S01). The existing signals at each end of the bridge must be modified to accommodate the proposed part-width construction. Per the direction of Detroit TSC Traffic & Safety, these signals must be staged due to the left turn movement. This project is included in MDOT's 5 year plan; it will be found in the 2004 to 2006 STIP/TIP, and is currently planned for phased construction to begin during the summer of 2005.

Benefit: To improve the pavement ride, condition, and safety of the roadway. This reconstruction project will also reduce the long-term maintenance costs for this area.

Funding Source: 90% Federal Highway Administration Funds, 8.75% State Restricted Trunkline Funds, and 1.25% City of Detroit Local Act 51 Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The two temporary traffic signals are being added to the project in order to address safety concerns during construction. The signal head locations are needed to address the temporary shifting of traffic. Failure to include this work will cause delays to the motoring public during construction and will increase the potential for automobile accidents.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for the reconstruction of an existing roadway, with no capacity increase.

26. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z13/R1) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will add additional design services for reconstruction of M-99 from Bacon Street to Fayette Street, city of Hillsdale, Hillsdale County (CS 30032 - JN 75182C) and will increase the authorization amount by \$301,242.29. The original authorization (Z13) provided for all work related to designing a reconstruction project for the addition of a center left-turn lane along with drainage improvements on M-50 at the M-124 intersection, for a total cost of \$29,178.01. The authorization term remains unchanged, September 2, 2003, through January 29, 2005. The revised authorization amount will be \$330,420.30. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Consultant is providing design plans and construction bid documents for the reconstruction of 2 miles of M-99 in the city of Hillsdale.

Benefit: By repairing and resurfacing this roadway, safety will be improved along with providing a better ride for motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not done, safety will not improve and the existing pavement will continue to deteriorate, resulting in a worse ride for motorists. Also, by not doing this project, MDOT would be less likely to achieve its goal of having 90 percent of state roads in good condition by 2007.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project involves rehabilitation of an existing roadway.

27. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z14/R1) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will add additional design services for reconstruction of M-99 from south of Steamburg Avenue to Bacon Street, city of Hillsdale, Hillsdale County (CS 30032 - JN 75210C) and will increase the authorization amount by \$146,685.18. The original authorization (Z14) provided for all work related to designing a reconstruction project for the addition of a center left-turn lane along with drainage improvements on M-50 at the M-124 intersection, for a total cost of \$17,305.38. The authorization term remains unchanged, September 2, 2003, through January 29, 2005. The revised authorization amount will be \$163,990.56. The contract term is January 29, 2002, through January 29, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Consultant is providing design plans and construction bid documents for the reconstruction of 2 miles of M-99 in the city of Hillsdale.

Benefit: By repairing and resurfacing this roadway, safety will be improved along with providing a better ride for motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this project is not done, safety will not improve and the existing pavement will continue to deteriorate resulting in a worse ride for motorists. Also, by not doing this project, MDOT would be less likely to achieve its goal of having 90 percent of state roads in good condition by 2007.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project involves rehabilitation of an existing roadway.

28. HIGHWAYS - IDS Design Consultant Services

Authorization (Z28) under Contract (2002-0305) between MDOT and Wilcox Professional Services, LLC, will provide for design plans for a crush and shape, passing relief lane construction, and urban improvements on M-33 from Borden Road to M-72 in Mio in Ogemaw and Oscoda Counties (CS 68011 & 65052 - JN 53300C). The work items include performing a drainage study and related design, preparing required plans, typical cross-sections, details and specifications required for the design. This authorization will be in effect from the date of award through February 22, 2005. The authorization amount will be \$292,939.36. The contract term is February 22, 2002, through February 22, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Consultant is providing design plans for a crush and shape, passing relief lane construction, and urban improvements on M-33 from Borden Road to M-72 in Mio.

Benefit: By repairing and resurfacing this roadway, safety will be improved along with providing a better ride for the motorists.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the consultant is not hired, this project would be in jeopardy of not meeting MDOT's six-month advance completion and published Five Year Plan let date.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: In this project there will be design of a 1.5 mile passing relief lane section and a design for a center turn lane from 14th Street to 11th Street with curb and gutters in Mio.

29. HIGHWAYS - IDS Freeway Signing Modernization

Authorization (Z4) under Contract (2002-0683) between MDOT and H.W. Lochner, Inc., will provide for the upgrading and rehabilitation of freeway signing at US-131 in Allegan and Kalamazoo Counties (CS 03112 - JN 76355C). The authorization will be in effect from the date of award through October 8, 2005. The authorization amount will be \$349,884.11. The contract term is October 8, 2002, through October 8, 2005. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: Freeway signing upgrade and rehabilitation at US-131 in Allegan and Kalamazoo Counties.

Benefit: Upgrade freeway signing that is losing reflectivity.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Freeway signing is needed to improve driver safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a rehabilitation project.

30. HIGHWAYS - IDS Design Consultant Services

Authorization (Z53) under Contract (2003-0078) between MDOT and Wilcox Professional Services, LLC, will provide for the complete pier design and abutment geotechnical recommendations on S09 of 82192, Paul Avenue over M-39 (CS 82192 - JN 60512D). The work items include conducting structural survey and foundation investigations, developing structural final plans, and specifications for the piers only. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$186,721.32. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This is a structural replacement and bridge design to increase driver safety.

Benefit: Replacing the structure will increase the safety of the existing foundation system.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not performing these services will be a continued reduction in safety and a growing risk to the public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This project is a replacement.

31. HIGHWAYS - IDS Design Consulting Services
Authorization (Z56) under Contract (2003-0078) between MDOT and Wilcox Professional Services, LLC, will provide for the complete pier design and abutment geotechnical recommendations on S11 of 82192, Paul Avenue over M-39 (CS 82192 - JN 51514E). The work items include conducting structural survey and foundation investigations, developing structural final plans, and specifications for the piers only. This authorization will be in effect from the date of award through November 20, 2005. The authorization amount will be \$180,848.02. The contract term is November 20, 2002, through November 20, 2005. Source of Funds: 100% State Restricted Trunkline Funds.
- Purpose/Business Case:** This is a structural replacement and bridge design to increase driver safety.
Benefit: Replacing the structure will increase the safety of the over stressed existing foundation system.
Funding Source: 100% State Restricted Trunkline Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: The risk of not performing these services will be a continued reduction in safety and a growing risk to the public.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.
New Project Identification: This project is a replacement.
32. HIGHWAYS - IDS Traffic and Safety Consultant Services
Authorization (Z5) under Contract (2003-0207) between Orchard, Hiltz, & McCliment, Inc., will provide for freeway signing upgrades on M-10 from M-102 to I-375 in Wayne County (CS 82112 - JN 76356C). The authorization will be in effect from the date of award through April 8, 2006. The authorization amount will be \$479,033.71. The contract term is April 8, 2003, through April 8, 2006. Source of Funds: 100% Federal Highway Administration Funds.
- Purpose/Business Case:** Freeway Signing Upgrade.
Benefit: Upgrade freeway signs that are losing reflectivity.
Funding Source: 100% Federal Highway Administration Funds.
Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.
Risk Assessment: Freeway signing is needed to improve driver safety.
Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.
New Project Identification: Not a new project.
33. HIGHWAYS - IDS Design Consultant Services
Authorization (Z1) under Contract (2003-0288) between MDOT and Spalding DeDecker and Associates, Inc., will provide for the design of the rehabilitation and enhancement of aesthetics of the existing bridge on the M-10/Jefferson connector under Cobo Hall, city of Detroit, Wayne County (CS 82111 - JN 75706C). The work items include repairing substructure concrete, constructing new ceiling and wall mounted lighting, and removing and replacing security fencing adjacent to the roadway. This authorization will be in effect from the date of award through May 8, 2006. The authorization amount will be \$254,767.17. The contract term is May 8, 2003, through May 8, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This work is for the design of the substructure repair and tunnel lighting upgrades to the M-10/Jefferson Avenue connector under Cobo Hall. This is the final component of the I-94 beautification project from I-275 eastbound to downtown Detroit. The work items include repairing substructure concrete, constructing new ceiling and wall mounted lighting, and removing and replacing security fencing adjacent to the roadway. The updated lighting is needed to bring the tunnel lighting into IES (Illuminating Engineering Society) compliance.

Benefit: The repair work will extend the service life of this structure and the lighting upgrades will raise the lighting to current acceptable IES levels.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Risk of not completing this project is the missed opportunity to aesthetically enhance the downtown Detroit area.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is an existing structure.

34. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z4) under Contract (2003-0321) between MDOT and Tyme Engineering, Inc., will provide for construction engineering services on an as needed basis on the I-94/M-3 connector project in Macomb County. The authorization will be in effect from the date of award through May 8, 2006. The authorization amount will be \$229,194.15. The contract term is May 8, 2003, through May 8, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This contract is to provide inspection and testing services on the I-94/M-3 connector project in Macomb County. The project includes B-02 of 50111: deck replacement, I-94 Westbound Metropolitan Parkway over the Clinton River Spillway and the I-94/M-3 connector ramp in Roseville. The project length is 0.817 km (0.5 miles) and work on the ramp portion of the project will include bituminous patching and overlay in addition to work on three (3) bridge structures: S-01 of 50051-1, superstructure replacement; S-01 of 50051-2, superstructure repair; and S-17 of 50111, deep overlay. This project was included in the August 2003 letting and the award notification is pending. Work is expected to begin on B-02 in early September 2003.

Benefit: Work on the connector ramp and four (4) bridges was originally scheduled to be included in the current I-94 project in 43941A but had to be eliminated due to financial constraints. This work will greatly improve the ride quality of the connector ramp and provide long overdue repairs to the four (4) bridge structures.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Due to current staffing assignments allocated to construction in the TSC's, MDOT forces will provide administrative management and one inspector for this project. It is imperative that additional inspection personnel are available to complete construction of this project. The absence of these additional personnel would seriously compromise MDOT's ability to provide the quality of inspection that is required for a project of this nature.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

35. HIGHWAYS – Add Language for Nonparticipation in Depreciation and Interest Expense
Amendatory contract (2003-0391/A1) between MDOT and Kent County Road Commission will amend the contract to add language stating that MDOT will not participate in depreciation or interest expense related to the construction of a new maintenance facility in Kent County. The original contract provides for State trunkline maintenance, in accordance with P.A. 17 of 1925, which authorizes MDOT to contract with cities, villages, and boards of county road commissioners for the construction, improvement, and maintenance of State trunkline highways. The contract term remains unchanged, October 1, 2003, through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To amend the contract to add additional language stating that MDOT will not participate in the depreciation or interest expense related to the construction of a new maintenance facility.

Benefit: This amendment will clarify expense responsibilities for the new facility.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This is a five year contract.

Risk Assessment: Language needs to be included in contract to avoid future payment conflict.

Cost Reduction: This contract is based on fixed unit prices; materials will be reimbursed on a firm unit price basis as specified in the contract.

New Project Identification: This is a negotiated maintenance agreement and not a new project.

36. *HIGHWAYS - Construction Engineering Services

Contract (2003-0581) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide full construction engineering services on US-12 (Michigan Avenue) from Firestone Street to Wyoming Avenue in the city of Dearborn, Wayne County (CS 82062 - JN's 47064A/60369A). These services will include pavement reconstruction, including storm sewer, watermain and related items, deck patching, and joint replacement on bridge structure S33 on Michigan Avenue. The contract will be in effect from the date of award through December 31, 2004. The total contract amount will be \$1,269,357.06. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: Procure technical services from a prequalified consultant to manage the US-12 reconstruction project in Dearborn.

Benefit: This will ensure that correct construction practices are utilized by the contractor, the contract specifications are met, and that Federal Highway funds are captured for the work done.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Loss of FHWA funding for the construction work. It is not likely that the Taylor TSC would be able to staff the project with direct MDOT staff members as the TSC staff is presently committed to other work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is reconstruction with no increase in laneage.

37. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2003-0604) between MDOT and Fishbeck, Thompson, Carr & Huber, will provide for the design of concrete pavement inlay on I-94 to include westbound I-94 from 0.8 miles west of M-51 easterly 10.1 miles to 0.8 miles west of 24th Street, and eastbound I-94 from 1.2 miles east of M-40, easterly 6.0 miles to 0.6 miles east of the Kalamazoo County Line in Kalamazoo and Van Buren Counties (CS 80024 - JN 53350C). The work items include concrete inlay, roadway lowering for vertical clearance, superelevation upgrade, ramp extensions, and clearing. This authorization will be in effect from the date of award through September 3, 2006. The authorization amount will be \$597,425.02. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 90% Federal Highway Administration Funds, 10% State Restricted Trunkline Funds.

Purpose/Business Case: This purpose of this authorization is to provide design services to produce plans for concrete pavement inlay on I-94 EB from M-40 to the Kalamazoo County line and I-94 WB from M-51 to Mattawan. The current pavement is in poor condition due to high frequency of transverse cracking and severe faulting. This 2006 project will remedy the problem by replacing the concrete pavement.

Benefit: The benefit of this project will be improved pavement ride quality, condition, and safety of the roadway.

Funding Source: 90% Federal Highway Administration Funds, 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Heavy commercial traffic volumes on I-94 cause distress rates on this pavement to be high. Any project delay will elevate safety risks associated with the use of highly distressed pavement and reactive maintenance. Project construction will cause back-ups at peak traffic periods since only one lane of traffic in each direction will be maintained for the duration of the project. However, the limited traffic congestion this project will cause does not justify use of night paving techniques to build a composite pavement with a much shorter service life.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a rehabilitation project.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-0623) between MDOT and the Kent County Road Commission will provide for funding participation in the construction of the following improvements:

The acquisition of property, design and construction of a new 30,000 square foot Kent County-owned maintenance facility that will have a capacity to house approximately twelve to fifteen maintenance trucks to be located at the northeast quadrant of the Highway US-131/84th Street interchange in Byron Township, Kent County, Michigan. State land will be used for the building site, the appraised value of which will be used to offset \$798,000 in State Restricted Trunkline Funds. The contract will also tie Kent County's use of the land to the intended purpose for 25 years from the completion of the construction of the building. Any other use or other termination of the contract for cause by MDOT will result in MDOT recovering its portion of the cost of the property and building.

Estimated Funds:

State Restricted Trunkline Funds	\$ 1,577,520
State Property Offset of Trunkline Funds	\$ 798,000
Kent County Road Commission Funds	<u>\$ 1,018,080</u>
Total Funds	<u>\$ 3,393,600</u>

Local Letting

Purpose/Business Case: This contract provides for the construction of a new maintenance facility that will enable the County to maintain Highway M-6 more efficiently.

Benefit: Due to the close proximity of this new facility to Highway M-6, the maintenance response time by the County will be greatly improved.

Funding Source: State Restricted Trunkline Funds and Kent County Road Commission Funds.

Commitment Level: 70% State, 30% Kent County Road Commission Funds; based on estimate.

Risk Assessment: Failure to construct facility may result in an untimely response by the County to address MDOT's maintenance needs as it relates to Highway M-6.

Cost Reduction: Low bid.

New Project Identification: Construct new maintenance facility.

39. HIGHWAYS - IDS Engineering Services
Contract (2003-0626) between MDOT and Lawrence Hill will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$200,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

40. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0640) between MDOT and Arenac Abstract & Title Company will provide title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds depending on the particular project authorized.

41. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0641) between MDOT and Chicago Title Insurance Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
42. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0642) between MDOT and Copper Range Abstract & Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
43. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0643) between MDOT and Crawford County Abstract & Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
44. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0644) between MDOT and Eastern Upper Peninsula Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
45. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0645) between MDOT and First of American Title Insurance Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

46. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0646) between MDOT and First Metropolitan Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
47. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0647) between MDOT and Gladwin County Abstract Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
48. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0648) between MDOT and Houghton Lake Title & Escrow Agency will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
49. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0649) between MDOT and IBT Title, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
50. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0650) between MDOT and Iosco County Abstract Office, Ltd., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

51. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0652) between MDOT and Kalkaska-Antrim Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
52. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0653) between MDOT and Lake County Abstract Company, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
53. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0654) between MDOT and Lakeside Title, LLC, will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
54. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0655) between MDOT and Manistee Abstract & Title Company, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
55. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0656) between MDOT and Mason County Abstract & Title, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

56. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0657) between MDOT and Menominee Abstract Land & Title Company, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
57. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0659) between MDOT and Metropolitan Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
58. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0660) between MDOT and Missaukee Realty Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
59. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0661) between MDOT and Northern Abstract & Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
60. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0662) between MDOT and the Philip F. Greco Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

61. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0663) between MDOT and the St. Joseph County Abstract Office, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
62. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0664) between MDOT and Southwestern Metropolitan Title Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
63. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0665) between MDOT and the Van Buren County Abstract Office will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
64. HIGHWAYS - IDS Real Estate Services
Contract (2003-0668) between MDOT and Aamazon Natural Resources Consulting, LLC, will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
65. *HIGHWAYS - IDS Claims Review Services
Contract (2003-0680) between MDOT and L.S. Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

66. HIGHWAYS - IDS Engineering Services
Contract (2003-0683) between MDOT and Traffic Engineering Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$200,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
67. HIGHWAYS - IDS Real Estate Title Services
Contract (2003-0684) between MDOT and Bay Title & Abstract, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
68. HIGHWAYS - IDS Engineering Services
Contract (2003-0686) between MDOT and Wilcox Professional Services, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
69. HIGHWAYS - IDS Real Estate Services
Contract (2003-0687) between MDOT and Draheim Appraisal Services will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

70. HIGHWAYS - Cost Participation for Local Agency Enhancement Contract
Contract (2003-5163) between MDOT and the City of Montrose will provide for funding participation in the following Transportation Enhancement improvements:

PART A

Additional milling and resurfacing work on Highway M-57 as requested by Montrose, including intersection improvements.

PART B

Streetscaping work at the intersection of Highway M-57 and Saginaw Street, including the placement of sidewalk and planters.

PART C

Placement of decorative street lighting, benches, and trash receptacles at the intersection of Highway M-57 and Saginaw Street.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>PART C</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$ 0	\$ 77,400	\$ 45,120	\$122,520
State Restricted Trunkline Funds	\$ 0	\$ 25,800	\$ 15,040	\$ 40,840
City of Montrose Funds	<u>\$15,100</u>	<u>\$ 25,800</u>	<u>\$ 15,040</u>	<u>\$ 55,940</u>
Total Funds	<u>\$15,100</u>	<u>\$129,000</u>	<u>\$ 75,200</u>	<u>\$219,300</u>

STU 25101 – 73151; STE 25101 - 75363; Genesee County
Letting of 7/9/2003

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Beautification of transportation system.

Funding Source Federal Transportation Enhancement Activities Funds, State Trunkline and Bridge Construction Funds, and City of Montrose Funds; no Build Michigan III Funds.

Commitment Level: 100% City for Part A; 60% Federal, 20% State, and 20% City for Parts B and C; based on estimate.

Risk Assessment: For Part A, contract required in order for City to pay for added work; for Parts B and C, contract required in order for City to receive these Federal Funds and to enable the State to pay for its share.

Cost Reduction: Low bid.

New Project Identification: New beautification of existing roadway.

71. HIGHWAYS - Cost Participation for Local Agency Enhancement Contract
Amendatory Contract (2003-5311) between MDOT and the Isabella County Road Commission will provide for participation in the following Transportation Enhancement improvements:

PART A

10.2 km of bituminous bicycle path paving on the CSX Railroad right-of-way from the Midland County Line to 1.0 km west of Leaton Road.

PART B

3.1 km of bituminous bicycle path paving on the CSX Railroad right-of-way from 1.0 km west of Leaton Road to the Clare County Line.

Estimated Funds: The estimated costs for the Part A and B portions of the project have not changed.

STE 37900 - 50883
Amendment

The purpose of this amendment is to place a cap of \$188,500 on the County's share of the costs for the Part B portion of the project with any costs exceeding this cap to be paid by MDOT. The total estimated project cost remains the same.

Purpose/Business Case: To place a cap on the County's funding for the Part B portion of the project.

Benefit: To agree with original payment formula as negotiated with County.

Funding Source: Isabella County Road Commission Funds and State Trunkline and Bridge Construction Funds.

Commitment Level: 100% Isabella County Road Commission up to \$188,500 and balance by MDOT for Part B; based on estimate

Risk Assessment: With amendment, the Part B portion of the project agrees with negotiated amount for County to pay on Part B portion of the project.

Cost Reduction: N/A (Original contract was for low bid.)

New Project Identification: N/A (Original contract was for new pedestrian and bicycle path.)

72. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2003-5395) between MDOT and the City of Charlevoix will provide for funding participation in the following improvements:

Construction of a 48-inch diameter run, a bank of four 24-inch diameter runs, and 54-inch diameter run of storm sewer from manhole 1 at Thistledown Drive to the outlet at Round Lake.

Estimated Funds:

State Restricted Trunkline Funds	\$176,055
City of Charlevoix Funds	<u>\$193,731</u>
Total Funds	<u>\$369,786</u>

M 84900 – 73095; Charlevoix County
Local Letting

Purpose/Business Case: Storm sewer replacement and upgrading project.

Benefit: Provides for the drainage of portions of Highway US-31.

Funding Source: State Trunkline and Bridge Construction Funds and City of Charlevoix Funds; no Build Michigan III Funds.

Commitment Level: 47.61% State; 52.39% City of Charlevoix; based on estimate.

Risk Assessment: Reduction of potential erosion problems at storm sewer outlet.

Cost Reduction: Low bid.

New Project Identification: Upgrade of existing storm sewer system.

73. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2003-5506) between MDOT and Allendale Charter Township will provide for participation in the following improvements:

PART A

Enhancement work along Highway M-45 from 48th Avenue east to 40th Avenue, including the planting of trees, installation of light poles, removal and replacement of sidewalk, and maintaining traffic work.

PART B

Tree planting outside of MDOT right-of-way and the installation of irrigation and electrical distribution facilities along Highway M-45 from 48th Avenue to 40th Avenue.

PART C

Tree planting, installation of light poles, mobilization, and maintaining traffic work along Highway M-45 from 40th Avenue to the Grand River.

PART D

Installation of irrigation and electrical distribution facilities along Highway M-45 from 40th Avenue to the Grand River.

Estimated Funds:

	<u>PART A</u>	<u>ORIGINAL</u>				<u>TOTAL</u>
		<u>PART B</u>	<u>PART C</u>	<u>PART D</u>		
Federal Highway Administration Funds	\$190,545	\$ 0	\$ 99,546	\$ 0		\$290,091
Allendale Township Funds	<u>\$122,555</u>	<u>\$202,400</u>	<u>\$ 28,854</u>	<u>\$90,600</u>		<u>\$444,409</u>
Total Funds	<u>\$313,100</u>	<u>\$202,400</u>	<u>\$128,400</u>	<u>\$90,600</u>		<u>\$734,500</u>

		<u>AMEND.</u>				
Federal Highway Administration Funds	\$(2,645)	\$ 0	\$(646)	\$ 0		\$(3,291)
Allendale Township Funds	<u>\$ 2,645</u>	<u>\$ 0</u>	<u>\$ 646</u>	<u>\$ 0</u>		<u>\$ 3,291</u>
Total Funds	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>		<u>\$ 0</u>

		<u>TOTAL</u>				
Federal Highway Administration Funds	\$187,900	\$ 0	\$ 98,900	\$ 0		\$286,800
Allendale Township Funds	<u>\$125,200</u>	<u>\$202,400</u>	<u>\$ 29,500</u>	<u>\$90,600</u>		<u>\$447,700</u>
Total Funds	<u>\$313,100</u>	<u>\$202,400</u>	<u>\$128,400</u>	<u>\$90,600</u>		<u>\$734,500</u>

STE 70041 - 52381; 73894; Ottawa County
Amendment

Purpose/Business Case: The purpose of this amendment is to revise the percentages of Federal funding from 75 and 78.68 percent for Parts A and C to 60 and 77 percent and to remove the capped amounts of Federal dollars for the Parts A and C portions of the project cost.

Benefit: To correct an error in the original contract.

Funding Source: Federal Transportation Enhancement Activities Funds and Allendale Township Funds

Commitment level: 60% Federal, 40% Allendale Township for Part A; 100% Allendale Township for Parts B and D; 77% Federal, 23% Allendale Township for Part C.

Risk Assessment: With amendment, Township will receive correct apportionment of Federal funds for this project.

Cost Reduction: N/A (Original contract was for low bid.).

New Project Identification: N/A (Original contract was for new beautification of existing roadway.)

74. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2003-5514) between MDOT and the Dickinson County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Hot mix asphalt surfacing and vertical curve reconstruction work along North Lane from County Road 422 northerly and easterly approximately 0.75 miles, including clearing, earth excavation, drainage improvement, aggregate base, gravel shoulder, restoration, and pavement marking work.

Estimated Funds:

State Restricted Economic Development Funds	\$57,050
Dickinson County Road Commission Funds	<u>\$24,450</u>
Total Funds	<u>\$81,500</u>

EDA 22522 - 74740

Local Force Account

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the State all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the State all-season road system.

Funding Source: State Transportation Economic Development Funds and Dickinson County Road Commission Funds

Commitment Level: 70% State up to \$64,000 and the balance by Dickinson County Road Commission

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least six (6) percent less than if it were contracted.

New Project Identification: Improve existing roadway.

75. HIGHWAYS - Cost Participation for Local Agency Enhancement Contract
Contract (2003-5517) between MDOT and the Kent County Road Commission will provide for participation in the construction under contract by the County of the following Transportation Enhancement improvements:

Construction of paved shoulders to be used as a bicycle path along Grand River Drive from Bewell Avenue to Division Street, including grading, trenching, and bituminous surfacing work.

Estimated Funds:

Federal Highway Administration Funds	\$400,000
Kent County Road Commission Funds	<u>\$400,000</u>
Total Funds	<u>\$800,000</u>

STE 41013 - 73842

Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and Kent County Road Commission Funds.

Commitment level: 50% Federal up to \$400,000 and the balance by Kent County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these Federal funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

76. MULTI-MODAL – Railroad Force Account Work
Authorization (70008-59315) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSXT), will provide funding to upgrade existing flashing-light signals with 12” lenses and install cantilevers, gates, and improved detection circuitry at CSXT’s grade crossing of 48th Avenue in Ottawa County, Michigan. This work will enhance motorist safety. The authorization will be issued under the provisions of the Master Agreement and a local agency application submitted by the Ottawa County Road Commission approved on October 25, 2001. The total cost of the project is estimated at \$251,091. Source of Funds: Federal Highway Administration Funds - \$251,091.

Purpose/Business Case: The project will upgrade existing flashing-light signals with 12” lenses, add ½ roadway gates, install a cantilever on the southeast quadrant, and upgrade the new detection circuitry at the grade crossing of CSXT with 48th Avenue in Ottawa County, Michigan. This installation was ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The upgrade of the flashing-light signals and the addition of gates, cantilever, and improved activation circuitry were deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT’s Rail Safety Section.

Funding Source B Federal Highway Administration Funds - \$251,091. Funding for this project is provided by Federal dedicated grade crossing safety funds, appropriated under the provisions of Code Title 23, Section 130.

Commitment Level B The contract cost is based on CSXT’s estimate and will be paid on a force account basis.

Risk Assessment B The improvement project is at a crossing that is near a busy intersection with a sloped approach to the railroad tracks. This project will provide a greatly improved level of warning for motorists by increasing the lens size to 12” along with adding gates and cantilevers and improved activation circuits.

*Denotes a non-standard contract/amendment

Cost Reduction B The work will be performed by CSXT on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSXT and the Ottawa County Road Commission.

New Project Identification B Motorist warning at the crossing today is provided by side-of-street devices with 8" lights. This project will enhance the level of warning to motorists by upgrading the lights to 12" lenses and adding gates, cantilever, and improved signal activation circuitry.

77. MULTI-MODAL - Time Extension

Amendatory Contract ([2000-0458/A1](#)) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides service in parts of Wayne, Oakland, Macomb, and Monroe Counties, will extend the contract term by one year as the agency requires additional time to complete renovation work at its facilities. The delay in renovation work is due to complications with the bus washer rack for the facility. The original contract provides State matching funds to SMART's FY 2000 Federal Section 5309 grant for facility renovation, facility construction (Monroe), and the purchase of buses. The revised contract term will be January 18, 2001, through January 17, 2005. The total contract amount remains unchanged at \$2,500,698. Source of Funds: Federal Transit Administration Funds - \$2,000,558; FY 2000 State Restricted Comprehensive Transportation Funds - \$500,140.

Purpose/Business Case: Provides for a one-year time extension for the completion of facility renovations.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,000,558; FY 2000 State Restricted Comprehensive Transportation Funds - \$500,140.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this amendment is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides additional time to complete facility renovations.

78.-89. MULTI-MODAL - Project Zero

The following Project Authorizations under Master Agreements between MDOT and the following agencies will provide funding for enhanced public transportation services as requested for Project Zero clients. These areas have been designated as Project Zero sites, and a need for additional public transit services has been identified. Funds will be provided for both operating and capital costs. MDOT will provide 100 percent of the capital costs and 50 percent of the operating costs. The Family Independence Agency (FIA) and the Michigan Department of Career Development (MDCD) will together provide 50 percent of the operating costs. The authorizations will be in effect from October 1, 2003, through September 30, 2004. The terms of the Master Agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreements include authorizations for program years FY 2002 through FY 2006. The total amount of the authorizations will be \$2,749,701. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$1,402,351; FIA Funds - \$711,175; MDCD Funds - \$636,175.

	<u>Agreement/ Authorization</u>	<u>Agency</u>	<u>MDOT</u>	<u>MDCD</u>	<u>FIA</u>	<u>Total</u>
78.	2002-0006/Z13	Altran Transit Authority (Alger County)	51,426	16,713	34,713	102,852
79.	2002-0003/Z8	Allegan County Board of Comm.	79,900	39,950	39,950	159,800
80.	2002-0018/Z8	Berrien County Board of Comm.	242,000	92,500	149,500	484,000

*Denotes a non-standard contract/amendment

81.	2002-0024/Z14	Capital Area Transportation Auth.	100,000	50,000	50,000	200,000
82.	2002-0040/Z10	Grand Haven, City of	70,000	35,000	35,000	140,000
83.	2002-0049/Z13	Interurban Transit Partnership (Kent County)	69,564	34,782	34,782	139,128
84.	2002-0061/Z9	Ludington Mass Transp. Auth.	75,000	37,500	37,500	150,000
85.	2002-0066/Z17	Mass Transportation Authority (Genesee County)	380,626	190,313	190,313	761,252
86.	2002-0069/Z8	Midland County Board of Comm.	75,000	37,500	37,500	150,000
87.	2002-0082/Z10	Saginaw Transit Auth. Regional Serv.	98,751	49,375	49,375	197,501
88.	2002-0086/Z11	Shiawassee Area Transp. Agency	85,084	15,042	15,042	115,168
89.	2002-0092/Z7	Van Buren County Board of Comm.	75,000	37,500	37,500	150,000

Purpose/Business Case: Provides FY 2004 funding for enhanced public transportation services as requested for Project Zero clients.

Benefit: Increase public transportation services.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$1,402,351; FIA Funds - \$711,175; MDCD Funds - \$636,175.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of transportation to work services

Cost Reduction: Reimbursement is based on the cost of services provided.

New Project Identification: Provides for continuation of transit services.

90.-114. MULTI-MODAL - Project Zero

The following Project Authorizations under Master Agreements between MDOT and the following agencies will provide funding for enhanced public transportation services as requested for Project Zero clients. These areas have been designated as Project Zero sites, and a need for additional public transit services has been identified. Funds will be provided for both operating and capital costs. MDOT will provide 100 percent of the capital costs and 50 percent of the operating costs. The Family Independence Agency (FIA), the Michigan Department of Career Development (MDCD) and local funds will together provide 50 percent of the operating costs. The authorizations will be in effect from October 1, 2003, through September 30, 2004. The term of the Master Agreement for the St. Joseph County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the Master Agreements for the remaining agencies are from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreements include authorizations for program years FY 2002 through FY 2006. The total cost of the authorizations will be \$1,415,653. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$719,329; FIA Funds - \$352,912; MDCD Funds - \$338,412; Greater Lapeer Transportation Authority Funds - \$5,000.

	<u>Contract</u>	<u>Agency</u>	<u>MDOT</u>	<u>MDCD</u>	<u>FIA</u>	<u>Local</u>	<u>Total</u>
90.	2002-0007/Z10	Ann Arbor Transp. Authority	29,288	14,644	14,644		58,576
91.	2002-0012/Z13	Bay Area Transp. Authority (Grand Traverse County)	20,000	10,000	10,000		40,000
92.	2002-0021/Z12	Branch Area Transit Authority	25,000	12,500	12,500		50,000
93.	2002-0028/Z6	Cheboygan County BOC	27,300	13,650	13,650		54,600

*Denotes a non-standard contract/amendment

94.	2002-0028/Z8	Cheboygan County BOC (Presque Isle County)	13,251	6,625	6,625	26,501
95.	2002-0029/Z7	Clare County BOC	22,546	11,273	11,273	45,092
96.	2002-0095/Z4	Clinton Area Transit System	30,500	15,250	15,250	61,000
97.	2002-0031/Z8	Delta Area Transit Authority	34,757	5,878	5,878	46,513
98.	2002-0035/Z10	Eastern Upper Peninsula Trans. Auth. (Luce County)	25,750	12,875	12,875	51,500
99.	2002-0036/Z8	Eaton County Transp. Authority	37,800	18,900	18,900	75,600
100.	2002-0038/Z8	Gladwin County BOC	45,738	22,869	22,869	91,476
101.	2002-0041/Z12	Greater Lapeer Transp. Authority	20,751	6,875	8,875	5,000 41,501
102.	2002-0053/Z8	Isabella County Transp. Comm.	31,200	15,600	15,600	62,400
103.	2002-0054/Z9	Jackson Transp. Auth., City of	35,000	17,500	17,500	70,000
104.	2002-0055/Z6	Kalamazoo, City of	25,000	12,500	12,500	50,000
105.	2002-0058/Z6	Key Opportunities, Inc. (Hillsdale County)	23,500	9,250	14,250	47,000
106.	2002-0059/Z9	Lenawee County BOC	28,840	14,420	14,420	57,680
107.	2002-0060/Z9	Livingston County BOC	43,751	21,875	21,875	87,501
108.	2002-0062/Z6	Mackinac County BOC	18,200	9,100	9,100	36,400
109.	2002-0067/Z10	Mecosta County BOC	33,334	16,667	16,667	66,668
110.	2002-0073/Z6	Newaygo County BOC	18,612	9,306	9,306	37,224
111.	2002-0693/Z4	St. Joseph County Transp. Auth.	36,230	18,115	18,115	72,460
112.	2002-0084/Z6	Sault Ste. Marie, City of	39,230	19,615	19,615	78,460
113.	2002-0089/Z8	Thunder Bay Transp. Auth. (Oscoda County)	20,000	10,000	10,000	40,000
114.	2002-0091/Z7	Upper Peninsula Community Services, Inc. (Dickinson/Iron)	33,751	13,125	20,625	67,501

Purpose/Business Case: Provides FY 2004 funding for enhanced public transportation services as requested for Project Zero clients.

Benefit: Increase public transportation services.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$719,329; FIA Funds - \$352,912; MDCD Funds - \$338,412; Greater Lapeer Transportation Authority Funds - \$5,000.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving these authorizations is the loss of transportation to work services.

Cost Reduction: Reimbursement is based on the cost of services provided.

New Project Identification: Provides for continuation of transit services.

115. MULTI-MODAL - Section 5309 Capital

Project Authorization (Z9) under Master Agreement (2002-0013) between MDOT and the City of Battle Creek will provide State matching funds for the City's FY 2003 Federal Section 5309 Capital program for the purchase of a farebox and data collection system. The authorization will be in effect from August 13, 2003, through August 12, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$368,880. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$295,104; FY 2004 State Restricted Comprehensive Transportation Funds - \$73,776.

*Denotes a non-standard contract/amendment

Purpose/Business Case: Provides State matching funds for the purchase a farebox and data collection system.
Benefit: Increase public safety through improved transportation infrastructure.
Funding Source: Federal Transit Administration Funds - \$295,104; FY 2004 State Restricted Comprehensive Transportation Funds - \$73,776.
Commitment Level: Contract based on cost estimates.
Risk Assessment: The risks of not awarding this authorization are that Federal funds will be lost and the needed facility work and transit improvements will not be completed
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: Provides for the purchase of a farebox and data collection system.

116. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z6) under Master Agreement (2002-0020) between MDOT and the Blue Water Area Transportation Commission (BWATC) (Port Huron) will provide State matching funds to BWATC's FY 2003 Federal Section 5307 Congestion Mitigation and Air Quality (CMAQ) grant for the purchase of up to three small replacement buses. The authorization will be in effect from August 11, 2003, through August 10, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$520,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$416,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$104,000.

Purpose/Business Case: Provides Federal and state funding for the purchase of up to three small replacement buses.
Benefit: Increase public safety through improved transportation infrastructure.
Funding Source: Federal Transit Administration Funds - \$416,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$104,000.
Commitment Level: Contract based on estimates.
Risk Assessment: The risk of not approving this authorization is the loss of Federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: Provides for the purchase of up to three small replacement transit buses.

117. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z12) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide State matching funds to DDOT's FY 2003 Section 5307 grant for facilities improvements. DDOT was requested by the Federal Transit Administration to deobligate funding from its Section 5307 grant MI-90-X411 and reobligate the funding to grant MI-90-X422. The authorization will be in effect from August 26, 2003, through August 25, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$17,500,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$14,000,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$3,500,000.

Purpose/Business Case: Provides State funding to match a Federal Section 5307 grant for facilities improvements.
Benefit: Increase public safety through improved transportation infrastructure.
Funding Source: Federal Transit Administration Funds- \$14,000,000; FY 2004 State Restricted Comprehensive Transportation Funds - \$3,500,000.
Commitment Level: Contract based on estimates.
Risk Assessment: The risk of not doing this is the potential loss of Federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: Provides for improvements to existing facilities.

118. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z14) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide State matching funds to DDOT's FY 2003 Section 5307 Congestion Mitigation and Air Quality (CMAQ) grant for the purchase of up to fifteen replacement buses. The authorization will be in effect from August 13, 2003, through August 12, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$3,906,250. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$3,125,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$781,250.

Purpose/Business Case: Provides Federal and State funding for the purchase of up to fifteen replacement buses.
Benefit: Increase public safety through improved transportation infrastructure.
Funding Source: Federal Transit Administration Funds - \$3,125,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$781,250.
Commitment Level: Contract based on estimates.
Risk Assessment: The risk of not approving this authorization is the loss of Federal funds.
Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: Provides for the purchase of replacement transit buses.

119. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z8) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority will provide State matching funds to the agency's FY 2003 Federal Section 5307/Surface Transportation Program flex funds for the purchase of three minivans. The authorization will be in effect from August 11, 2003, through August 10, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$90,000. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$72,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$18,000.

Purpose/Business Case: Provides State matching funds for the purchase of three minivans.
Benefit: Increase public safety through improved transportation infrastructure.
Funding Source: Federal Transit Administration Funds - \$72,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$18,000.
Commitment Level: Contract based on cost estimates.
Risk Assessment: The risk of not approving this authorization is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: Provides for the purchase of three transit vehicles.

120. MULTI-MODAL - Section 5309 Capital

Project Authorization (Z5) under Master Agreement (2002-0057) between MDOT and the Kankakee Public Transit Authority will provide funding for the purchase of up to one transit bus under the FY 1998 Federal Transit Administration (FTA) Section 5309 Program grant. The project is funded at 80 percent Federal and 20 percent State match. The authorization will be in effect from the date of award through three years. The total amount of the authorization will be \$30,219. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$24,175; FY 2002 State Restricted Comprehensive Transportation Funds - \$6,044.

Purpose/Business Case: Provides for the purchase of up to one transit bus under the FY 1998 Federal Transit Administration (FTA) Section 5309 program grant.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$24,175; FY 2002 State Restricted Comprehensive Transportation Funds - \$6,044.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the purchase of one transit bus.

121. MULTI-MODAL - Section 5309

Project Authorization (Z6) under Master Agreement (2002-0057) between MDOT and Kankakee Public Transit Authority will provide State matching funds for the agency's FY 1999 Federal Transit Administration (FTA) Section 5309 program grant. The project includes the purchase of up to one bus. The authorization will be in effect from date of award through three years. The authorization amount will be \$27,895. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$22,316; FY 2002/2004 State Restricted Comprehensive Transportation Funds - \$5,579.

Purpose/Business Case: Provides for the purchase of up to one bus under the FY 1999 Federal Transit Administration (FTA) Section 5309 program grant.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$22,316; FY 2002/2004 State Restricted Comprehensive Transportation Funds - \$5,579.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new construction project.

122. MULTI-MODAL - Section 5309 Capital

Project Authorization (Z15) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA) (Flint) will provide State matching funds to MTA's FY 2003 Federal Section 5309 grant for the purchase of commuter buses, vans, and sedans/station wagons and for project management for the oversight of the acquisition of the commuter coaches. The authorization will be in effect from August 8, 2003, through August 7, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$2,459,196. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,967,357; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$491,839.

Purpose/Business Case: Provides for the purchase of commuter buses, vans, and station wagons and for project management.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,967,357, FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$491,839.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are the loss of Federal funds and the agency not being able to get the needed equipment to provide the necessary service.

Cost Reduction: Grant amount determined by the FTA and is not negotiated.

New Project Identification: Provides for the purchase of new transit vehicles.

123. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z16) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), located in Flint, will provide State matching funds for the MTA's FY 2003 Federal Section 5307 grant. Capital items include bus rehabilitation, project management for bus rehabilitation, and facility construction. The authorization will be in effect from August 13, 2003, through August 12, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$3,523,660. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,818,928; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$704,732.

Purpose/Business Case: Provides for bus rehabilitation, project management for bus rehabilitation, and facility construction.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,818,928; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$704,732.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of Federal funds

Cost Reduction: Grant amount determined by the FTA and is not negotiated.

New Project Identification: Provides for new facility construction of a service center.

124. MULTI-MODAL - Section 5309 Agreement

Project Authorization (Z8) under Master Agreement (2002-0079) between MDOT and Otsego County Board of Commissioners will provide State matching funds for the agency's FY 1998 Federal Transit Administration (FTA) Section 5309 program grant. The project includes up to one bus. The term of the authorization will be from date of award through three years. The authorization amount will be \$38,111. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$30,489; FY 2002/2004 State Restricted Comprehensive Transportation Funds - \$7,622.

Purpose/Business Case: Provides for the purchase of up to one bus under the FY 1998 Federal Transit Administration (FTA) Section 5309 program grant.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$30,489; FY 2002/2004 State Restricted Comprehensive Transportation Funds - \$7,622.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Not a new construction project.

125. MULTI-MODAL - Section 5307 Capital

Project Authorization (Z15) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in parts of Wayne, Oakland, Macomb, and Monroe Counties, will provide State matching funds to SMART's FY 2003 Section 5307 grant for the Monroe urbanized area for the purchase of a replacement bus and shop equipment and for facility renovation. The authorization will be in effect from August 6, 2003, through August 5, 2006. The authorization is retroactive due to the term matching the Federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992 from the SAB retroactive contract policy. The total amount of the authorization will be \$335,612. The term of the Master Agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The Master Agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$268,490; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,122.

Purpose/Business Case: Provides Federal and State funding for the purchase of a replacement bus and shop equipment, and for facility renovation.

Benefit: Increase public safety through improved transportation infrastructure. **Funding Source:** Federal Transit Administration Funds - \$268,490; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,122.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this authorization is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for purchase of a transit bus and equipment and for facility renovation.

126. *MULTI-MODAL - Railroad Crossing Closure

Contract (2003-0442) between MDOT and the Eaton County Road Commission will provide a lump sum incentive payment in exchange for the Road Commission's action to close North River Road at its grade crossing with CSX Transportation, Inc., in Eaton County. This work will enhance motorist safety by eliminating a potential point of conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$35,000. Source of Funds: Federal Highway Administration Funds - \$7,500; FY 2002 State Restricted Trunkline Funds - \$27,500.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25%. Specific provisions of both State (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) and Federal law (Title 23, Section 130(i)) provide for cash incentive payments to local road jurisdictions.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. Closing this grade crossing to vehicular traffic will ensure that no vehicle-train crashes, with their personal injury, property damage, or even death, will take place at this location.

Funding Source: Federal Highway Administration Funds - \$7,500; FY 2002 State Restricted Trunkline Funds - \$27,500. The cash incentive payments for this closure are from Federal and State dedicated grade crossing safety funds, appropriated under the provisions of Title 23 Section 130(i) and MCLA 247.660(1)(a), respectively. The Federal incentive payment is tied to the Road Commission's receipt of an additional \$7,500.00 cash payment from CSX Transportation, Inc. and its use of those monies for transportation safety purposes.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of these State and Federal incentive payments was critical to the Eaton County Road Commission's decision to close the road. Failure to provide this funding would jeopardize that closure and the associated public safety benefits.

Cost Reduction: The costs of accomplishing the closure will be borne by the Road Commission and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

New Project Identification: Provides for a cash incentive payment to the local road authority in exchange for closing its road at the crossing.

127. *MULTI-MODAL - Railroad Crossing Closure

Contract (2003-0523) between MDOT and the City of Grand Ledge will provide a lump sum incentive payment in exchange for the City's action to close Washington Street at its grade crossing with CSX Transportation, Inc., in the city of Grand Ledge. This work will enhance motorist safety by eliminating an intersection currently bisected by a railroad crossing, causing a potential conflict between turning vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$100,000. Source of Funds: FY 2002 State Restricted Trunkline Funds - \$100,000.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25%. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the City for the sole purpose of enhancing motorist safety. Closing Washington Street will end vehicular turning movements over the West Street grade crossing and eliminate the need to install additional active warning devices at this location.

Funding Source: FY 2002 State Restricted Trunkline Funds - \$100,000. The cash incentive payment for this closure comes from State dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a).

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this state incentive payment was critical to the City of Grand Ledge's decision to close the road. Failure to provide this funding would jeopardize that closure and the associated public safety benefits.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

New Project Identification: Provides for a cash incentive payment to the local road authority in exchange for enhancing safety through the road closure.

128. *MULTI-MODAL - Railroad Crossing Closure

Contract (2003-0561) between MDOT and the Shiawassee County Road Commission will provide a lump sum incentive payment in exchange for the Road Commission's action to close Miller Road at its grade crossing with Canadian National Railway in Shiawassee County. This work will enhance motorist safety by eliminating a potential point of conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$160,000. Source of Funds: FY 2002 State Restricted Trunkline Funds - \$160,000.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25%. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken for the sole purpose of enhancing motorist safety. Closing this grade crossing to vehicular traffic will ensure that no vehicle-train crashes, with their personal injury, property damage, or even death, will take place at this location. Closing the crossing also eliminates the need to install active warning devices at this location.

Funding Source: FY 2002 State Restricted Trunkline Funds - \$160,000. The cash incentive payment for this closure comes from State dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a).

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this State incentive payment was critical to the Shiawassee County Road Commission's decision to close the road. Failure to provide this funding would jeopardize that closure and the associated public safety benefits.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

New Project Identification: Provides for a cash incentive payment to the local road authority in exchange for enhancing safety by closing its road.

129. *MULTI-MODAL - Rail Passenger

Contract (2003-0562) between MDOT and Rauhorn Electric, Inc., will provide for the installation of an innovative grade crossing warning device at the grade crossing of the Norfolk Southern Corporation at Pierce Road, in Sylvan Township, Washtenaw County. The device is a system of in-pavement lights to be interconnected with the existing flashing-light signals, half-roadway gates, and signal circuitry. The test project will include installation and maintenance of the device, interconnection with the existing railroad grade crossing warning devices, provisions of electrical power supply, video monitoring, and removal of the device and restoration of the roadways, as necessary. This test project is being conducted to study the new device's effectiveness in eliminating the occurrence of motorists ignoring fully activated flashing-light signals and half roadway gates. This test project has been approved by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The contract will be in effect from the effective date of the FRA grant through two years. The total amount of the contract will be \$134,040. Source of Funds: FRA Funds - \$51,345.70; FY 2002 State Restricted Trunkline Funds - \$82,694.30.

Purpose/Business Case: This is a cooperative effort between the FHWA, the FRA, and MDOT to test this innovative grade crossing warning device. The device is to be tested for its effectiveness in deterring motorists from ignoring active warning devices and its operating reliability in Michigan's varied weather conditions.

Benefit: The Federal approval allows MDOT to be the first state in the nation to install and test this new grade crossing warning device. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If approved, it also gives Michigan access to another tool that could reduce crashes and save lives.

Funding Source: FRA Funds - 51,345.70; FY 2002 State Restricted Trunkline Funds - \$82,694.30.

Commitment Level: The contract is based on estimated costs.

Risk Assessment: If the contract is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety. This device also has the potential of eliminating one of railroad safety's biggest offenders, the gate runner, which could lead to a substantial reduction in crashes, injuries, and fatalities. MDOT would also lose the Federal grant monies, up to a maximum of \$150,000.

Cost Reduction: The cost has been examined by MDOT's Rail Passenger Section and found to be reasonable. Should this device be approved for statewide use, the costs would likely decrease as installation methods improve, we obtain quantity buying rates, and video monitoring would not be necessary.

New Project Identification: This is a new project, resulting from nearly two years of application, negotiation, and coordination between Federal, State and county agencies and the railroad, along with the vendors who will provide the final product and installation.

130. *MULTI-MODAL - Rail Passenger

Contract (2003-0571) between MDOT and National Intelligent Traffic Systems will provide for the installation of an innovative grade crossing warning device at the grade crossing of the Norfolk Southern Corporation at Haggerty Road, in Canton Township, Wayne County. The device is a raisable barrier system that will be interconnected with the existing flashing-light signals, half roadway gates, and signal circuitry. The test project will include installation and maintenance of the device, interconnection with the existing railroad grade crossing warning devices, provision of electrical power supply, video monitoring, and removal of the device and restoration of the roadways, as necessary. This test project is being conducted to study the new device's effectiveness in eliminating the occurrence of motorists ignoring fully activated flashing-light signals and half roadway gates. This test project has been approved by the Federal Highway Administration (FHWA) and the Federal Railroad Administration (FRA). The contract will be in effect from the effective date of the FRA grant through two years. The total cost of the contract will be \$257,542. Source of Funds: FRA Funds - \$98,654.30; FY 2002 State Restricted Trunkline Funds - \$158,887.70.

Purpose/Business Case: This is a cooperative effort between the FHWA, the FRA, and MDOT to test this innovative grade crossing warning device. The device will be tested for its effectiveness in deterring motorists from ignoring active warning devices and the operating reliability in Michigan's varied weather conditions.

Benefit: The Federal approval allows MDOT to be the first state in the nation to install and test this new grade crossing warning device. Michigan has long been a national leader in promoting grade crossing safety and initiating improvements for the safety of our motoring public. This project provides an opportunity for Michigan to remain in the forefront of safety innovation. If approved, it also gives Michigan access to another tool that could reduce crashes and save lives.

Funding Source: FRA Funds - \$98,654.30; FY 2002 State Restricted Trunkline Funds - \$158,887.70.

Commitment Level: The contract is based on estimated costs.

Risk Assessment: If the contract is not awarded, Michigan would lose the opportunity to be recognized as a national leader in improving grade crossing safety. The device also has the potential of eliminating one of railroad safety's biggest offenders, the gate runner, which could lead to a substantial reduction in crashes, injuries, and fatalities. MDOT would also lose the Federal grant monies, up to a maximum of \$150,000.

Cost Reduction: The cost has been examined by MDOT's Rail Passenger Section and found to be reasonable. Should this device be approved for statewide use, the costs would likely decrease as installation methods improve, we obtain quantity buying rates, and video monitoring would not be necessary.

New Project Identification: This is a new project, resulting from nearly two years of application, negotiation, and coordination between Federal, State, and county agencies and the railroad, along with the vendors who will provide the final product and installation.

131. *MULTI-MODAL - Southeast Michigan Commuter Rail Study

Contract (2003-0586) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide State matching funds to Federal Highway Administration High Priority Project funding for the Southeast Michigan Commuter Rail Study. This study will consolidate the Ann Arbor to Downtown Detroit Commuter Rail Study and the Detroit to Metro Airport Commuter Rail Study into the Southeast Michigan Commuter Rail Study. This corridor study will encompass an Alternatives Analysis and preparation of a Draft Environmental Impact Statement. This phase of the project will produce the data necessary to prepare an application to the Federal Transit Administration (FTA) "New Starts" program. The contract will be in effect from the date of award through September 30, 2005. The total contract amount will be \$3,509,000. Source of Funds: Federal Transit Administration Funds - \$2,807,200; FY 2003 State Restricted Comprehensive Transportation Funds - \$701,800.

Purpose/Business Case: This contract will consolidate the work currently being done on the Ann Arbor to Detroit Commuter Study and the Downtown Detroit to the Airport Study into one project. This combined project will be managed by the Southeastern Michigan Council of Governments (SEMCOG).

Benefit: The two studies currently complement each other, but are being perceived to be in competition for the same riders and funds that are deemed necessary to build, operate and maintain the system. The consolidation of these studies will show that there is cooperation and coordination of efforts concentrated in Southeast Michigan and allow SEMCOG to make just one application to the FTA "New Starts" program.

Funding Source: Federal Transit Administration Funds - \$2,807,200; FY 2003 State Restricted Comprehensive Transportation Funds - \$701,800.

Commitment Level: This contract is based on an estimate.

Risk Assessment: If this project is not performed the two studies will proceed autonomously and will produce some redundant analysis, which will result in an unnecessary expenditure of additional time and money. Two applications for FTA's "New Starts" program would be prepared.

Cost Reduction: The cooperation from the two original consultants in the consolidation of these projects has resulted in lower costs. The original consultant for the Ann Arbor study, Parsons Transportation, has agreed to be the prime consultant, and the former consultant for the downtown Detroit to the airport study, Parson Brinckerhoff, will serve as a sub-consultant. All data previously developed in both studies will be available for this consolidated study.

New Project Identification: This contract is for the next phase of the study which is funded 80% from a Federal earmark under TEA-21.

132. *MULTI-MODAL - Railroad Crossing Closure

Contract (2003-0594) between MDOT and the City of Adrian will provide a lump sum incentive payment in exchange for the City's action to close three public alleys at its grade crossings with the Adrian & Blissfield Railroad in the city of Adrian. This work will enhance motorist safety by eliminating three locations with limited sight distance issues causing a potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$155,000. Source of Funds: FY 2003 State Restricted Trunkline Funds - \$155,000.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a Federal goal to reduce the number of public at-grade railroad crossings nationwide by 25%. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closures are being undertaken by the City for the sole purpose of enhancing motorist safety. Closing three public alleys will end vehicular movements over all of these grade crossings and eliminate potential car-train crashes.

Funding Source: FY 2003 State Restricted Trunkline Funds - \$155,000. The cash incentive payment for these closures comes from State dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a).

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this State incentive payment was critical to the City of Adrian's decision to close the alleys. Failure to provide this funding would jeopardize the closures and the associated public safety benefits.

Cost Reduction: The costs of accomplishing the closures will be borne by the road authority and the railroad. Neither MDOT nor any other State agency will be responsible for ongoing maintenance.

New Project Identification: Provides for a cash incentive payment to the local road authority in exchange for enhancing safety through the road closures.

133.-134.*MULTI-MODAL - Section 5310

Contracts between MDOT and the following agencies will provide funding for the purchase of vehicles under the FY 1999 Federal Transit Administration Section 5310 Program. The funding will be 80 percent Federal and 20 percent State match. The contracts will be in effect from the dates of award until the last obligations between the parties have been fulfilled. The total amount of the contracts will be \$133,470. Source of Funds: Federal Transit Administration Funds - \$106,776; FY 2002 State Restricted Comprehensive Transportation Funds - \$26,694.

	<u>Contract</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
133.	2003-0608	Allegan County Community Mental Health	(4) Vans	\$ 92,920
134.	2003-0609	Burnham Brook Center (Battle Creek)	(1) Van	\$ 40,550

Purpose/Business Case: Provides funding for the purchase of vehicles under the FY 1999 Section 5310 Program.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$106,776; FY 2002 State Restricted Comprehensive Transportation Funds - \$26,694.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving these contracts is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the purchase of five new transit vehicles.

135. *MULTI-MODAL - Section 5310

Contract (2003-0610) between MDOT and the Center for Gerontology, located in Flint, will provide funding for the purchase of one bus under the FY 1997 Section 5310 Program. The funding will be 80 percent Federal and 20 percent State match. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled. The total contract amount will be \$90,299. Source of Funds: Federal Transit Administration Funds - \$72,239; FY 2002 State Restricted Comprehensive Transportation Funds - \$18,060.

Purpose/Business Case: Provides funding to purchase one bus under the FY 1997 Section 5310 Program.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$72,239; FY 2002 State Restricted Comprehensive Transportation Funds - \$18,060.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving this contract is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides funding for the purchase of a new transit vehicle.

136.-137.*MULTI-MODAL - Section 5310

Contracts between MDOT and the following agencies will provide funding for the purchase of vehicles under the FY 1998 Federal Transit Administration Section 5310 Program. The funding will be 80 percent Federal and 20 percent State match. The contracts will be in effect from the dates of award until the last obligations between the parties have been fulfilled. The total amount of the contracts will be \$161,075. Source of Funds: Federal Transit Administration Funds - \$128,860; FY 2002 State Restricted Comprehensive Transportation Funds - \$32,215.

	<u>Contract No.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
136.	2003-0613	Chelsea Area Transportation System	(1) Bus	\$ 85,715
137.	2003-0614	Family Service Agency of Genesee County	(1) Bus (1) Van	\$ 75,360

*Denotes a non-standard contract/amendment

Purpose/Business Case: Provides funding for the purchase of transit vehicles under the FY 1998 Section 5310 Program.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$128,860; FY 2002 State Restricted Comprehensive Transportation Funds - \$32,215.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not approving these contracts is the loss of Federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the purchase of three new transit vehicles.

138. *MULTI-MODAL - Port Authority Operating Assistance

Contract (2004-0012) between MDOT and the Detroit/Wayne County Port Authority will provide funding to help finance the Authority's FY 2004 operations. This funding is provided under the provisions of 1978 PA 639. The contract will be in effect from October 1, 2003, through September 30, 2004. The total contract amount will be \$500,000. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$500,000.

Purpose/Business Case: To provide financial assistance to the Authority pursuant to 1978 PA 639.

Benefit: Enhanced economic development opportunities for the City of Detroit, Wayne County, and the State of Michigan by promoting and facilitating the movement of goods through the use of all transportation modes, by promoting and developing the transportation, industrial, recreation, and commercial facilities within the Authority's jurisdiction for the benefit of the citizens of the entire State of Michigan.

Funding Source: FY 2004 State Restricted Comprehensive Transportation Funds - \$500,000.

Commitment Level: The contract is based on cost estimates and limited to the appropriation line-item amount.

Risk Assessment: Not undertaking this project will reduce the economic benefits to the City, County, and State that result from domestic and foreign trade that comes through the Port of Detroit.

Cost Reduction: In accordance with the provision of PA 639 of 1978, the Department can only match the total of equal shares (25%) contributed by the City and County for a total MDOT match of 50% of the budget up to \$500,000.

New Project Identification: This is not a new project.

139. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2000-0873/A1) between MDOT and the Baraga County Board of Commissioners will extend the contract term by one year to provide additional time for the Federal Aviation Administration (FAA) to review and approve the required documentation. The original contract provides for an airport layout plan (ALP) at the Baraga County Airport in Baraga, Michigan. The revised contract term will be October 20, 2000, through October 19, 2004. The total contract amount remains unchanged at \$40,000. Source of Funds: State Restricted Aeronautics Funds - \$36,000; Baraga County Funds - \$4,000.

Purpose/Business Case: The original contract for the ALP will expire on October 19, 2003. During the course of the project, there was a change in the ownership of the airport from a private individual to Baraga County, which caused a delay in the project while the transition was made. A one-year extension will allow the consultant sufficient time to finalize the project and allow the FAA to review and approve the report documents.

Benefit: The extension will allow the contract to remain open until the work is completed.

Funding Source: State Restricted Aeronautics Funds - \$36,000; Baraga County Funds - \$4,000; Contract Total - \$40,000.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the project will not be completed, and a new retroactive contract will be required.

Cost Reduction: The consultant contract will be reviewed by MDOT personnel for appropriateness of cost and scope of the planning.

New Project Identification: This is not a new project.

140. MULTI-MODAL (Aeronautics) - Time Extension

Amendatory Contract (2000-0967/A1) between MDOT and the Delta County Board of Commissioners will extend the contract term by one year in order to provide the Michigan Department of Environmental Quality (MDEQ) sufficient time to approve the wetland mitigation, which approval is anticipated in spring of 2004, and for the completion of the design engineering for runway 9/27 rehabilitation. The original contract provides for the extension of taxiway A, wetland mitigation, taxiway A lighting, and the design of the rehabilitation for runway 9/27 (phase I) at the Delta County Airport in Escanaba, Michigan. The revised contract term will be October 20, 2000, through October 19, 2004. The total contract amount remains unchanged at \$1,850,000. Source of Funds: Federal Aviation Administration Funds - \$1,665,000; State Restricted Aeronautics Funds - \$92,500; Delta County Funds - \$92,500.

Purpose/Business Case: The original contract for the airport improvements will expire on October 19, 2003. The wetland mitigation requires additional time due to pending MDEQ approval. The design engineering for the runway rehabilitation is expected to begin later this Fall. A one year extension will allow sufficient time to finalize the project.

Benefit: The extension will allow the contract to remain open until the work is completed.

Funding Source: Federal Aviation Administration Funds - \$1,665,000; State Restricted Aeronautics Funds - \$92,500; Delta County Funds - \$92,500; Contract Total - \$1,850,000.

Commitment Level: There is no increase in funding.

Risk Assessment: If the contract is not extended, the project will not be completed, and a new retroactive contract will be required.

Cost Reduction: Initially, the project was bid through MDOT and reviewed by MDOT personnel for cost reductions.

New Project Identification: This is a time extension of an existing project.

141. MULTI-MODAL (Aeronautics) - Increase Amount

Amendatory Contract (2002-0687/A1) between MDOT and the City of Charlevoix will increase Federal and State grant funds by \$14,500 for additional fencing near the terminal building. The original contract provides for the installation of security fencing at the Charlevoix Municipal Airport in Charlevoix, Michigan. The term of the contract remains unchanged, September 27, 2002, through September 26, 2005. The revised total contract amount will be \$142,278. Source of funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$115,000	\$13,050	\$128,050
State Restricted Aeronautics Funds	\$ 6,389	\$ 725	\$ 7,114
City of Charlevoix Funds	\$ 6,389	\$ 725	\$ 7,114
Total	<u>\$127,778</u>	<u>\$14,500</u>	<u>\$142,278</u>

Purpose/Business Case: Additional fencing is needed because the original design was adjusted to allow for added security measures near the terminal building.

Benefit: The benefit is improved security for airport users.

Funding Source: Federal Aviation Administration Funds - \$128,050; State Restricted Aeronautics Funds - \$7,114; City of Charlevoix Funds - \$7,114; Contract Total - \$142,278.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, safety, and security standards.

Risk Assessment: If the amendment is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost without Federal and State participation.

Cost Reduction: All construction contracts are procured through Federal procurement guidelines and awarded to the lowest bidder. The local sponsor is responsible for any work over and above Federal and State eligibility.
New Project Identification: This is not a new project.

142. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2003-0310) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide Federal grant funds for the construction of a terminal building (phase IV), terminal apron and connecting taxiway, parallel taxiway G (with hold apron), fencing, runway safety area (RSA) improvements for runway 10/28 (phase I), and a perimeter road at the Cherry Capital Airport in Traverse City, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$8,500,000; NRAC Funds - \$944,445; Contract Total - \$9,444,445.

Purpose/Business Case: Phase IV of the terminal construction will be the final phase of the project. The terminal apron and connecting taxiway are an integral part of the airport and terminal operation to allow access of aircraft to the building. The perimeter road will serve the aircraft rescue and fire fighting facility. Perimeter roads are a high priority safety item for the FAA to reduce inadvertent crossing of the active runway (incursions) by airport personnel. The parallel taxiway G and hold apron will provide taxiing from the main terminal to the runway ends without crossing the runway. The fencing and RSA improvements will regrade and expand the existing RSA to meet federal standards.

Benefit: The new terminal, apron, and taxiways will fill the capacity needs of the airport. Growth during the 1990s caused very crowded conditions in the existing terminal. The perimeter road will help minimize crossing of the active runway by allowing airport personnel a route to the west side of the airport from the maintenance and fire/rescue facility on the north side of the airport. The main benefit is the reduction of accidents and near misses. The RSA improvements will provide increased safety for aircraft users and also upgrade the facility to new FAA standards.

Funding Source: FAA Funds - \$8,500,000; NRAC Funds - \$944,445; Contract Total - \$9,444,445.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without Federal participation.

Cost Reduction: All construction contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: The work is replacement and upgrades of the existing facility.

143. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2003-0629) between MDOT and the Frankfort City-County Airport Authority will provide Federal grant funds for land acquisition of parcels 25, 26, 27, 28, and 28 (phase 1) at the Dow Memorial Airport in Frankfort, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$292,500; Frankfort City-County Airport Authority Funds - \$32,500; Contract Total - \$325,000.

Purpose/Business Case: The project includes the purchase of property necessary for approach protection of the airport runway. Two properties will be purchased in fee and three properties will be easement acquisitions. The purpose of acquiring these properties is to ensure the current and future clearance of tree growth and other obstructions in and around the approach area of airport. The phase 1 acquisitions are restricted to funding limitations. The project costs include only compensation and relocation assistance for the parcels being acquired, as well as consultant costs associated with acquiring the parcels. The consultant costs are determined from a contract between the airport and consultant to appraise, review the appraisal, negotiate purchase price, and provide relocation and closing services.

Benefit: The benefit derived from this project is the ability to clear property of obstructions that could interfere with the operations at the airport. By clearing the approaches and other aviation surfaces, as defined by the FAA, the airport will be in compliance with federal regulations and, therefore, eligible for future Federal airport improvement program capital project grants.

Funding Source: FAA Funds (via Block Grant) - \$292,500; Frankfort City-County Airport Authority Funds - \$32,500; Contract Total - \$325,000.

Commitment Level: The contract is a fixed cost for the acquisition of the land. If the cost of the purchase increases, additional contracts or amendments will need to be approved.

Risk Assessment: If the contract is not awarded, the project will not proceed as planned, as the local government cannot afford the cost without Federal participation.

Cost Reduction: The land acquisition costs will be reviewed by MDOT Airports Division personnel for appropriateness.

New Project Identification: This is new project to bring an existing facility up to Federal requirements.

144. MULTI-MODAL (Aeronautics) - Construction of Apron and Runway Safety Area Study

Contract (2003-0681) between MDOT and the Northwestern Regional Airport Commission (NRAC) will provide Federal grant funds for the construction of a general aviation apron and the preparation of a runway safety area study for runway 18/36 at the Cherry Capital Airport in Traverse City, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds - \$155,000; NRAC Funds - \$17,222; Contract Total - \$172,222.

Purpose/Business Case: The apron construction will provide for aircraft parking for the community college flight training facility. Presently, there is a taxiway to the hangar but no parking area. The RSA study for runway 18/36 will allow the FAA to determine the allowable runway length, based on the correct runway safety area.

Benefit: The new apron will benefit the community college by providing a place for students and the college to park their aircraft near the training facility.

Funding Source: FAA Funds - \$155,000; NRAC Funds - \$17,222; Contract Total - \$172,222.

Commitment Level: The airport sponsor is obligated by past grants to maintain Federal planning, development, and safety standards for the runway.

Risk Assessment: If the contract is not awarded, the local sponsor would have to proceed without Federal participation. A delay could prompt a citation for noncompliance by the Federal compliance inspector, which may affect the receipt of future from the FAA for the airport.

Cost Reduction: All construction contracts will be procured through Federal procurement guidelines and awarded to the lowest bidder.

New Project Identification: This is a new project.

145. MULTI-MODAL (Aeronautics) - Site Feasibility Study

Contract (2003-0685) between MDOT and the Township of Whitefish will provide State grant funds for a feasibility study for an airport site selection at the Paradise Area Airport in Paradise, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$25,398; Township of Whitefish Funds - \$2,822; Contract Total - \$28,220.

Purpose/Business Case: A study will be conducted to determine the feasibility of the site selection for a proposed airport near Paradise, Michigan. The study will include location options and building alternatives.

Benefit: A new airport facility would benefit the community by attracting more travelers and tourists to the Lake Superior area. Local businesses would also benefit with an increase in jobs related to tourism. The Luce County Airport in Newberry is currently the only existing airport in Luce County, and there are no other public-owned airports on the north or east sides of the county.

Funding Source: State Restricted Aeronautics Funds - \$25,398; Township of Whitefish Funds - \$2,822; Contract Total - \$28,220.

Commitment Level: The contract has a fixed cost for the Site Feasibility Study.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government may not be able to afford the cost at this time without State participation. Further delay could push the aerial photography to another year because of snowfall this fall.

Cost Reduction: The planning contract was reviewed by an MDOT project manager for appropriateness and cost reduction.

New Project Identification: The study will lead to new construction.

146. MULTI-MODAL (Aeronautics) - Tree Clearing and Grubbing

Contract (2003-0688) between MDOT and the Wexford County Airport Authority will provide Federal and State grant funds for tree clearing and grubbing at the Wexford County Airport in Cadillac, Michigan. This is a sub-grant issued pursuant to the conditions of the Block Grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through three years. Source of Funds: FAA Funds (via Block Grant) - \$103,500; State Restricted Aeronautics Funds - \$5,750; Wexford County Airport Authority Funds - \$5,750; Contract Total - \$115,000.

Purpose/Business Case: The Federal Aviation Administration (FAA) has recently installed an instrument landing system (ILS) on runway 7/25 at the airport. The clearing and grubbing of trees is now required as a result of the associated lower instrument weather minimums and increased object free setback standards.

Benefit: The benefit derived from this project is that it will provide pilots with full utilization of the FAA funded and installed instrument landing system. The pilots will be able to land at the airport during lower visibility weather conditions.

Funding Source: FAA Funds (via Block Grant) - \$103,500; State Restricted Aeronautics Funds - \$5,750; Wexford County Airport Authority Funds - \$5,750; Contract Total - \$115,000.

Commitment Level: The contract has a fixed cost for construction.

Risk Assessment: If the contract is not awarded, the local government may not be able to fund the project without Federal and State participation, and the ILS may not be utilized as planned.

Cost Reduction: The project was bid through MDOT and reviewed by MDOT personnel for appropriateness and cost reduction.

New Project Identification: This is a new project.

147.-159. TRANSPORTATION PLANNING - Pavement Surface Evaluation and Rating (PASER)

Project Authorizations issued under Master Planning Agreements between MDOT and the following agencies will provide Michigan Transportation Funds (MTF) to provide PASER ratings for all Federal-aid eligible roads, as required by Public Act 499 of 2002. This activity will provide the State Transportation Commission and the legislature with several reports that will describe the conditions of public roads and bridges in the State, the amount of money being expended on those roads each year, and the projects intended to be built over the coming three years. The authorizations will be in effect from October 1, 2003, through September 30, 2004. The terms of the Master Agreements are from October 1, 2002, through September 30, 2005. Source of Funds: 100% State Restricted Michigan Transportation Funds.

	<u>Contract No.</u>	<u>Agency</u>	<u>Amount</u>
147.	2003-0009/Z22	Southeast Michigan Council of Governments	\$135,680
148.	2003-0013/Z4	Central UP Planning and Development Regional Comm.	\$40,471
149.	2003-0014/Z4	East Central Michigan Planning and Development	\$115,995
150.	2003-0016/Z3	GLS Region V Planning and Development Comm.	\$39,423
151.	2003-0017/Z6	Northeast Michigan Council of Governments	\$37,916
152.	2003-0018/Z5	Northwest Michigan Council of Governments	\$61,316
153.	2003-0019/Z3	Region 2 Planning Commission	\$37,940
154.	2003-0020/Z3	Southcentral Michigan Planning Council	\$53,162

*Denotes a non-standard contract/amendment

155.	2003-0021/Z5	Southwestern Michigan Commission	\$37,030
156.	2003-0022/Z3	Tri-County Regional Planning Commission	\$33,786
157.	2003-0023/Z5	West Michigan Regional Planning Commission	\$82,467
158.	2003-0024/Z5	West Michigan Shoreline Regional Development	\$39,762
159.	2003-0025/Z4	Western UP Planning and Development Regional Comm.	\$34,867

Purpose/Business Case: Act 499 of the Public Acts of 2002 mandated a statewide asset management process and created the Transportation Asset Management Council (TAMC). The TAMC answers directly to the State Transportation Commission and the Legislature. Section 4 of the law requires metropolitan planning organizations and regional planning agencies to provide "technical assistance" to the Council. The law does not define "technical assistance." The TAMC has identified technical assistance as providing a coordinating function for the collection of roadway condition data and the development of the Council's Annual Report and multi-year program. Each agency will be responsible for providing this information to the Council.

Benefit: The benefit of this activity will be to provide the State Transportation Commission and the legislature with several reports that will describe the condition of public roads and bridges in the State, the amount of money being expended on those roads each year, and the projects intended to be built over the coming three years.

Funding Source: 100% Statewide Restricted Michigan Transportation Funds.

Commitment Level: The contract is for an estimated amount based upon similar activities undertaken by MDOT in the past and a pilot study that was conducted during 2001 and 2002. Agencies will be paid for the actual costs incurred.

Risk Assessment: If the authorizations are not awarded, the requirements of Act 499 will not be met.

Cost Reduction: This is a new activity, so it is difficult to determine whether it can be done at a lower rate.

New Project Identification: This is a new project mandated by the Legislature.

160. TRANSPORTATION PLANNING - IDS Research Services

Contract (2004-0016) between MDOT and Michigan State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$500,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

161. TRANSPORTATION PLANNING - IDS Research Services

Authorization (Z1) under Contract (2004-0016) between MDOT and Michigan State University (MSU) will provide for MSU to conduct the second part of a three-phase project to assess the transportation uses, tourism-generated economic benefits, and security aspects of selected shared use trail corridors to aid in the development of existing trails and provide resources to communities that plan new trails. Transportation Equity Act for the 21st Century (TEA-21) enhancement funds were awarded in 1999 to conduct this study. The authorization will be in effect from date of award through May 31, 2004. The authorization amount will be \$133,465. The contract will be in effect from the date of award through three years or until the last authorization has been completed, whichever is longer. Source of Funds: Federal Highway Administration Funds - \$106,772 and State Restricted Trunkline Funds - \$26,693.

Purpose/Business Case: This study will promote trail development by identifying the transportation and economic benefits of shared use trails and addressing security issues associated with trails for trail users and adjacent property owners.

Benefit: One of the greatest obstacles to trail development is difficulty building strong local support. This is due in large part to lack of information about the benefits of trails to local communities and security fears of adjacent property owners and trail users. Using products from the study, communities will be able to estimate the community and economic benefits of trails during the planning process. MDOT will also be able to use the information from this study in the evaluation and selection of future trail TE applications.

Funding Source: Federal Highway Administration Funds - \$106,772 and State Restricted Trunkline Funds - \$26,693

Commitment Level: This authorization is based on a cost plus indirect costs.

Risk Assessment: MDOT is required to spend a minimum of ten percent of STF funds on TE projects; if this project is not implemented, the funds could be returned to the TE program and a lower priority project would then be funded. There is a risk that a replacement project might not be ready in time and thus Federal funds might not be captured.

Cost Reduction: A lower rate has not been negotiated.

New Project Identification: This is the second phase of a two-part study that will identify the transportation and economic benefits of developing shared use trails and will evaluate and address security aspects associated with shared use trails. The first phase of the study looked at only the Pere Marquette Rail Trail in Midland and Isabella Counties and provided good results, but due to the rural setting of the trail, the findings could not be applied on a statewide basis. Phase two of the study will look at three additional trail facilities that are in different geographic areas of the State. This will allow for a broader application of the findings.

BID LETTING

STATE PROJECTS

162. LETTING OF JUNE 06, 2003
PROPOSAL 0306001
PROJECT AST 82061-54125
LOCAL AGRMT.
START DATE - 10 days after award
COMPLETION DATE - NOVEMBER 01, 2003

ENG. EST.	LOW BID	% OVER/UNDER EST.
\$ 9,170,605.63	\$ 8,576,214.02	
		-6.48 %

2.96 km of concrete reconstruction on US-12 from Denton Road to Belleville Road and culvert removal and reconstruction of B01 and B02 in Canton and Van Buren Townships, Wayne County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Miller Bros. Const., Inc.			
DeAngelis Landscape, Inc.			
E. C. Korneffel Co.			
Fisher Contracting Company			
Tony Angelo Cement Construction	\$ 9,319,636.41	Same	8
Peter A. Basile Sons, Inc.	\$ 9,299,968.81	Same	7
Ajax Paving Industries, Inc.	\$ 8,805,852.87	Same	4
John Carlo, Inc.	\$ 8,697,509.83	Same	2
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 8,960,392.40	Same	5
Dan's Excavating, Inc.	\$ 8,787,493.96	Same	3
Sunset Excavating, Inc.			
Walter Toebe Construction Co.			
Anlaan Corporation			
Walsh Construction Company	\$ 9,690,782.00	Same	9
Six-S, Inc.	\$ 9,146,542.33	Same	6
Waterland Trucking Service, Inc.	\$ 8,576,214.02	Same	1 **
Todd T. Kneisel Construction Co.			

9 Bidders

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

54125A	
Federal Highway Administration Funds	81.31 %
State Restricted Trunkline Funds	18.69 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

New Project Identification: Rehabilitation.

31.4 mi of freeway sign upgrading on I-94, from Kalamazoo County line to Jackson County line in Battle Creek, Emmett, Marshall, Marengo, and Sheridan Townships, Calhoun County.

BIDDER	AS-READ	AS-CHECKED	
Midwest Bridge Company	\$ 979,828.40	Same	3
Highway Service Co., Inc.			
Action Traffic Maintenance, Inc.	\$ 764,431.91	Same	1 **
Trans Tech Electric, L.P.	\$ 900,599.60	Same	2
J & J Contracting, Inc.			
Enviro Products, Inc.			

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Funding Source:

Federal Highway Administration Funds	99.35 %
State Restricted Trunkline Funds	0.65 %

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Cost Reduction: Reduced roadway maintenance costs.
New Project Identification: Rehabilitation.

165. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309014 \$ 372,154.86 \$ 362,913.63
 PROJECT STH 04031-60051
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 25, 2004 -2.48 %

0.41 mi of crushing and shaping pavement for reconstruction and widening on US-23 (State Street) from Grant Street north to Blair Street in the city of Alpena in Alpena Township, Alpena County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
Bolen Asphalt Paving, Inc.			
Rieth-Riley Construction Co., Inc.	\$ 594,446.95	Same	3
Cordes Excavating, Inc.	\$ 362,913.63	Same	1 **
Manigg Enterprises, Inc.	\$ 469,900.00	Same	2

3 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

60051A
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: 30% new (FHWA - \$87,099.27; State Restricted Trunkline Funds - \$21,774.82).

Reconstruction and widening to four lanes, landscaping, tree planting, and maintenance on M-84 from Pierce Road north to Delta Road in the townships of Kochville and Frankenlust, Bay and Saginaw Counties.

BIDDER AS-READ AS-CHECKED

Maclean Construction Company	\$ 10,128,015.16	Same	1 **
Lee Wood Contracting, Inc.			
Milbocker and Sons, Inc.			
Fisher Contracting Company	\$ 10,416,939.28	Same	2
M & M Excavating Company, Inc.	\$ 10,667,055.30	Same	5
Dan's Excavating, Inc.	\$ 10,595,852.29	Same	3
Champagne and Marx Excavating, Inc.	\$ 10,615,503.04	Same	4
Rohde Brothers Excavating, Inc.	\$ 11,867,882.00	Same	8
Zito Construction Co.	\$ 11,258,917.04	Same	6
Genoak Construction Company			
Todd T. Kneisel Construction Co.	\$ 11,454,525.90	Same	7

Purpose/Business Case: The project is planned as a four-lane boulevard from north of Pierce Road to Delta Road. The project, funded partly by the Federal High Priority Program, is to reduce congestion and improve non-interstate connections between Saginaw and Bay City.

Funding Source:

State Restricted Trunkline Funds	100	%
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State Restricted Trunkline Funds	100	%
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Risk Assessment: Loss of Federal funds. If the Federal funds are not used for this project, they are redistributed to other states for additional activities in those states.

New Project Identification: New Construction.

Reconstruction of railroad crossings and approaches on M-81, M-142, M-24 south of Mayville, and M-46 east of Richville in the village of Reese, city of Bad Axe in Dayton, Denmark and Verona Townships, Tuscola and Huron Counties.

2 Bidders

New Project Identification: Maintenance.

19.2 mi of freeway sign upgrading on I-94 from 12th Street to Calhoun County line in Texas, Portage, Kalamazoo, Comstock, and Charleston Townships, Kalamazoo County.

4 Bidders

New Project Identification: Reconstruction.

169. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309018 \$ 64,900.00 \$ 52,480.00
 PROJECT M 07012-75701
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - OCTOBER 06, 2003
 COMPLETION DATE - 10 working days -19.14 %

0.189 mi of rock crib repair and riprap slope repair on
 US-41 from Menge Creek Road southerly (Red Rock
 Cribbing) in L'Anse Township, Baraga County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
A. Lindberg & Sons, Inc.	\$ 199,000.00	Same	4
Yalmer Mattila Contracting, Inc.	\$ 88,212.00	Same	3
Hebert Construction Co., Inc.			
Smith Paving, Inc.	\$ 52,480.00	Same	1 **
E & M Contracting, Inc.	\$ 85,100.00	Same	2

4 Bidders

Purpose/Business Case: This project is funded with a FEMA Hazard Mitigation Grant through the Michigan State Police. These grant funds were requested and justified for this project and are project specific.

Benefit: Allows MDOT to use a source of Federal funds to improve the transportation infrastructure and minimize future disasters in Michigan by funding non-traditional transportation projects.

Funding Source:

75701A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used for this project, they are redistributed to other states for additional hazard mitigation activities in those states.

Cost Reduction: Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: New Construction.

170. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309019 \$ 478,134.82 \$ 467,200.42
 PROJECT CM 41025-72022
 LOCAL AGRMT. 03-5477 % OVER/UNDER EST.
 START DATE - APRIL 14, 2004
 COMPLETION DATE - MAY 22, 2004 -2.29 %

0.33 mi of hot mix asphalt cold milling and resurfacing, ramp widening, and addition of a right turn lane on the off-ramp from EB I-96 to East Beltline (M-37/M-44) in the city of Grand Rapids, Kent County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 467,200.42	Same	1 **
Kelcris Corporation			
Nashville Construction Company	\$ 486,256.86	Same	3
C & D Hughes, Inc.	\$ 469,436.96	Same	2
Diversco Construction Company	\$ 529,408.24	Same	5
Prince Bridge & Marine, LTD.	\$ 501,291.22	Same	4

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions

Funding Source:

72022A

Federal Highway Administration Funds	80.00 %
City of Grand Rapids	2.45 %
State Restricted Trunkline Funds	17.55 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

New Project Identification: Expansion and resurfacing of off-ramp.

171. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309020 \$ 22,780,456.11 \$ 13,265,465.16
 PROJECT ABHI 82194-59318
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - APRIL 15, 2004
 COMPLETION DATE - OCTOBER 15, 2005 -41.77 %

Painting, structural bolt replacement and retrofit,
 placing chain link fence, rubbish removal, and maintaining
 traffic on I-75 northbound and southbound ramps over the
 River Rouge, Dearborn Street, and Consolidated Canadian
 National and Norfolk Southern Railroads in the city of
 Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Abhe & Svoboda, Inc.	\$ 18,663,310.00	Same	6
Atsalis Brothers Painting Co.	\$ 19,265,465.16	\$ 13,265,465.16	1 **
Eagle Painting & Maintenance Co.	\$ 16,940,000.00	Same	4
Vimas Painting/American Painting	\$ 14,891,617.00	Same	2
M & J Painting/North Star Painting	\$ 15,586,605.00	Same	3
Odyssey Contracting Corporation	\$ 18,652,660.53	Same	5

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

59318A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

0.511 mi extension of existing passing relief lane, hot mix asphalt cold milling and resurfacing, widening for left and right turn lanes, signal installation, guardrail, pavement marking, and restoration work on M-11 from Burton Street southerly to south of Burton Street, in the city of Walker, Kent County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 846,697.10	Same	6
Maclean Construction Company			
Rieth-Riley Construction Co., Inc.			
Velting Contractors, Inc.			
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.	\$ 738,438.25	Same	2
Nagel Construction, Inc.			
Wadel Stabilization, Inc.			
Wyoming Excavators, Inc.	\$ 999,642.00	Same	7
Nashville Construction Company	\$ 829,900.51	Same	5
Diversco Construction Company	\$ 823,285.83	Same	4
Schippers Excavating, Inc.	\$ 714,894.95	\$ 714,654.95	1 **
Prince Bridge & Marine, LTD	\$ 756,095.15	Same	3
Lodestar Construction, Inc.			
Aggregate Industries-Central Region			

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0.96 km of widening for center left turn lane with bituminous on M-15 from south of Allen Road to south of Glass Road in Brandon Township, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 406,318.31	Same	2
Ace Asphalt & Paving	\$ 499,971.98	Same	3
Angelo Iafrate Construction Company			
Cadillac Asphalt, LLC.	\$ 398,305.88	Same	1 **
Pro-Line Asphalt Paving Corp.			

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

New Project Identification: New construction.

59071A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	
59219A		
City of Detroit	43.97 %	
Federal Highway Administration Funds	50.43 %	
State Restricted Trunkline Funds	5.60 %	
59220A		
Federal Highway Administration Funds	81.85 %	
State Restricted Trunkline Funds	18.15 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

176.	LETTING OF SEPTEMBER 05, 2003	ENG. EST.	LOW BID
	PROPOSAL 0309046	\$ 22,027,942.39	\$ 20,762,598.70
	PROJECT AIM 70063-50804, ETC		
	LOCAL AGRMT. 03-5487		% OVER/UNDER EST.
	START DATE - APRIL 01, 2004		
	COMPLETION DATE - JUNE 01, 2005		-5.74 %

9.4 mi of cold milling, concrete overlay, ramp extensions, and widening merge lane on I-96 from west of 68th Avenue easterly, realignment of westbound I-96 off ramp to 68th Avenue, widen 68th Avenue, replace and widen structure (S04), deep concrete overlay, substructure and steel repair, painting, and approach work for B03, B04, S06, and S07, in Polkton, Wright, and Tallmadge Townships, Ottawa County.

12.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.			
Maclean Construction Company			
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.			
Midwest Bridge Company			
Ajax Paving Industries, Inc.	\$ 20,762,598.70	Same	1 **
Hardman Construction, Inc.			
Nashville Construction Company			
Walter Toebe Construction Co.			
Interstate Highway Construction	\$ 20,820,794.82	Same	2
Prince Bridge & Marine, LTD			
Nagel/Anlaan/John Carlo	\$ 23,822,173.07	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is a combination of bridge and road rehabilitation. MDOT's Preservation Program goals are to have 95% of freeways, and freeway bridges, and 85% of non-freeways and non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

50804A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
51464A	
Ottawa County	33.75 %
Federal Highway Administration Funds	59.62 %
State Restricted Trunkline Funds	6.63 %
52201A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
55478A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
55479A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
71969A	
Ottawa County	25.47 %
Federal Highway Administration Funds	59.62 %
State Restricted Trunkline Funds	14.91 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

177. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309047 \$ 672,425.50 \$ 608,705.00
 PROJECT STH 50111-73787
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 02, 2004 -9.48 %

3.68 mi of bullnose guardrail removal, shoulder widening,
 new median guardrail, and approach terminal replacement on
 I-94 at M-59 (Rosso Highway) north easterly to 23 Mile Road
 in the township of Chesterfield, Macomb County.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 714,530.50	Same	3
Snowden, Inc.	\$ 661,473.25	Same	2
Ackley Construction, Inc.			
Nationwide Fence & Supply Company	\$ 608,705.00	Same	1 **
Tri-Valley Landscaping, Inc.	\$ 771,675.00	Same	5
J & J Contracting, Inc.			
Rite Way Fence, Inc.	\$ 750,578.25	Same	4

5 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

73787A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

6.957 mi of hot mix asphalt cold milling and resurfacing, concrete pavement repairs, and detail 7 and 8 joint repairs on M-19 from I-94 to M-3 (Gratiot Avenue) continuing north to 31 Mile Road and intersection widening for turn lanes on M-19 at 26 Mile Road in the cities of New Haven and Richmond in Chesterfield and Lenox Townships, Macomb County.

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 1,293,508.20	Same	1 **
John Carlo, Inc.	\$ 1,461,273.18	Same	3
Ace Asphalt & Paving	\$ 1,613,318.96	Same	4
Barrett Paving Materials, Inc.	\$ 1,424,068.43	Same	2
Peake Contracting, Inc.			
Cadillac Asphalt, LLC.	\$ 1,648,144.43	Same	5

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Funding Source:

State Restricted Trunkline Funds	100	%
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New Project Identification: 59186A - 31% new (FHWA - \$246,699; State Restricted Trunkline - \$61,674). 59965A - 62% new (State Restricted Trunkline - \$216,304).

182. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309056 \$ 30,600.00 \$ 44,119.60
 PROJECT MRR 73051-75882
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2003 44.18 %

60 ft of hot mix asphalt cold milling and resurfacing and related items at the railroad crossing on M-13 from south of Genesee Street to north of M-46 in the city of Saginaw, Saginaw County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 64,703.10	Same	3
Lois Kay Contracting Co.	\$ 44,119.60	Same	1 **
Pyramid Paving & Contracting	\$ 47,903.90	Same	2

3 Bidders

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

75882A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated Federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

New Project Identification: Reconstruction of existing railroad crossing.

- | | | | |
|------|-------------------------------------|---------------|-------------------|
| 183. | LETTING OF SEPTEMBER 05, 2003 | ENG. EST. | LOW BID |
| | PROPOSAL 0309057 | \$ 216,100.38 | \$ 164,655.43 |
| | PROJECT NHG 13161-54630 | | |
| | LOCAL AGRMT. | | % OVER/UNDER EST. |
| | START DATE - 10 days after award | | |
| | COMPLETION DATE - NOVEMBER 26, 2003 | | -23.81 % |

BIDDER	AS-READ	AS-CHECKED	
Hoffman Bros., Inc.	\$ 197,591.65	Same	3
Kamminga & Roodvoets, Inc.	\$ 225,440.04	Same	8
Peters Construction Co.	\$ 164,655.43	Same	1 **
Nashville Construction Company	\$ 221,016.74	Same	7
C & D Hughes, Inc.	\$ 198,018.50	Same	4
Northern Construction Services	\$ 311,825.74	Same	9
Prince Bridge & Marine, LTD	\$ 217,677.74	Same	6
Cadwell Brothers Construction	\$ 217,297.33	Same	5
Balkema Excavating, Inc.	\$ 177,999.85	Same	2
Robert Bailey Contractors, Inc.			

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Funding Source:

Federal Highway Administration Funds	100	%
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Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

New Project Identification: New construction.

184.	LETTING OF SEPTEMBER 05, 2003 PROPOSAL 0309058 PROJECT NHG 84914-74218 LOCAL AGRMT. START DATE - JULY 12, 2004 COMPLETION DATE - SEPTEMBER 03, 2004	ENG. EST. \$ 471,008.36	LOW BID \$ 457,093.20 % OVER/UNDER EST. -2.95 %
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Overhead truss replacements and sign upgrading on northbound I-75 at eastbound M-46 exit, southbound I-75 at westbound M-46 exit, westbound M-25 at northbound I-75 entrance ramp, northbound I-675 at the north junction of I-75, southbound I-675 at the south junction of I-75 in the city of Zilwaukee, Buena Vista and Monitor Townships, Bay and Saginaw Counties.

BIDDER	AS-READ	AS-CHECKED	
Midwest Bridge Company	\$ 457,093.20	Same	1 **
Highway Service Co., Inc.			
Action Traffic Maintenance, Inc.	\$ 514,880.41	Same	2
Trans Tech Electric, L.P.			
J & J Contracting, Inc.			

2 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

74218A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

185.	LETTING OF SEPTEMBER 05, 2003 PROPOSAL 0309059 PROJECT M 08031-75028 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - OCTOBER 31, 2003	ENG. EST. \$ 397,702.60	LOW BID \$ 366,688.65 % OVER/UNDER EST. -7.80 %
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6.15 mi of hot mix asphalt resurfacing on M-37 from Banfield Road northerly to Groat Road, in Johnstown and Bedford Townships, Barry and Calhoun Counties.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.			
Michigan Paving and Materials	\$ 366,688.65	Same	1 **

1 Bidder

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

75028A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

186. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309061 \$ 257,109.39 \$ 246,672.30
 PROJECT NHG 63900-73975
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - MAY 01, 2004 -4.06 %

Traffic signal upgrading on M-59 (Highland) at Duck Lake Road, on M-15 (Main Street) at Washington Street and at Waldon, on I-75 northbound off ramp to M-15 (Ortonville Road), and on US-24 BR (East Wide Track) at M-59 (Huron), in the city of Pontiac, village of Clarkston in Independence and Highland Townships, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
Posen Construction, Inc.			
Motor City Electric Utilities Co.	\$ 296,331.92	Same	4
Metropolitan Power & Lighting, Inc.	\$ 228,653.00	\$ 486,053.00	5
J. Ranck Electric, Inc.			
John R. Howell, Inc.	\$ 249,581.08	Same	2
Rauhorn Electric, Inc.	\$ 246,672.30	Same	1 **
Transformer Inspection Retrofill Co.	\$ 256,004.00	Same	3

5 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

73975A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

187. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309062 \$ 675,282.64 \$ 617,295.97
 PROJECT NH 82192-74350
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2004 -8.59 %

1.35 mi of concrete pavement repair and joint sealing M-39
 from Pinecrest Drive to Outer Drive in the city of Allen
 Park, Wayne County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 658,156.04	Same	3
Snowden, Inc.			
Causie Contracting, Inc.			
Florence Cement Company	\$ 628,204.25	Same	2
Century Cement Company, Inc.			
Scodeller Construction, Inc.			
Six-S, Inc.	\$ 617,295.97	Same	1 **

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74350A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

188. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309063 \$ 249,375.00 \$ 215,216.00
 PROJECT IM 82122-74687
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 17, 2003 -13.70 %

6.95 mi of hot mix asphalt crack treatment on I-96 from
 Newburg Road to US-24 (Telegraph Road) in the city of
 Livonia in Redford Township, Wayne County.

A 2003 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Kenneth R. Hartman, Inc.	\$ 273,000.00	Same	3
Lakeshore Parking Lot Maintenance	\$ 243,271.40	Same	2
Scodeller Construction, Inc.	\$ 215,216.00	Same	1 **

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74687A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Traffic signal upgrading on M-59 (Huron) at Wayne Street, Saginaw Street, Perry Street and Paddock Street in the city of Pontiac, Oakland County.

7 Bidders

New Project Identification: Reconstruction.

190. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309065 \$ 73,075.00 \$ 53,997.51
 PROJECT M 63043-59654
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2003 -26.11 %

Rocker realignment on S04 of 63043 on M-59 under Adams Road
 in Avon Township, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.	\$ 78,036.00	Same	6
Midwest Bridge Company	\$ 61,851.50	Same	2
Abhe & Svoboda, Inc.	\$ 73,110.00	Same	4
Posen Construction, Inc.	\$ 74,125.00	Same	5
Walter Toebe Construction Co.	\$ 53,997.51	Same	1 **
Nance Construction, LLC	\$ 66,255.22	Same	3

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

59654A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

0.19 mi of hot mix asphalt cold milling and resurfacing and 0.36 mi of total road reconstruction including curb and gutter and storm sewer on US-23 from south of Wadsworth Street to north of Tawas Beach Road in the city of East Tawas in Baldwin Township, Iosco County.

3 Bidders

New Project Identification: New Construction.

192.	LETTING OF SEPTEMBER 05, 2003 PROPOSAL 0309067 PROJECT NHG 84914-74216 LOCAL AGRMT. START DATE - MAY 10, 2004 COMPLETION DATE - JUNE 25, 2004	ENG. EST. \$ 388,680.11	LOW BID \$ 376,507.60 % OVER/UNDER EST. -3.13 %
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Overhead truss replacement and sign upgrading on northbound I-75 at the south junction of I-475, southbound I-75 north of US-23, northbound I-475 at the Clio Road exit, and northbound I-475 at the north junction of I-75 in the townships of Flint, Grand Blanc and Mt. Morris, Genesee County.

BIDDER	AS-READ	AS-CHECKED	
Midwest Bridge Company	\$ 376,507.60	Same	1 **
Highway Service Co., Inc.			
Action Traffic Maintenance, Inc.	\$ 402,358.69	Same	2
Trans Tech Electric, L.P.			
J & J Contracting, Inc.			

2 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

74216A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

LOCAL PROJECTS

193.	LETTING OF SEPTEMBER 05, 2003	ENG. EST.	LOW BID
	PROPOSAL 0309001	\$ 4,555,984.37	\$ 4,224,021.18
	PROJECT STU 50458-59056		
	LOCAL AGRMT. 03-5274		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2004		-7.29 %

Widening from two to five lanes, on 21 Mile Road from North Avenue to Gratiot Avenue, Macomb County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Tony Angelo Cement Construction	\$ 4,372,175.78	Same	3
Ajax Paving Industries, Inc.	\$ 4,522,391.20	Same	7
John Carlo, Inc.	\$ 4,224,021.18	Same	1 **
Florence Cement Company	\$ 4,492,157.15	Same	6
Angelo Iafrate Construction Company	\$ 4,793,394.90	Same	8
Dan's Excavating, Inc.	\$ 4,432,639.44	Same	5
Pamar Enterprises, Inc.	\$ 4,370,503.45	Same	2
L. D'Agostini & Sons, Inc.	\$ 4,919,818.95	Same	9
Six-S, Inc.	\$ 4,375,868.84	Same	4
Cadillac Asphalt, LLC.			
Todd T. Kneisel Construction Co.			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

59056A		
Macomb County	18.15	%
Federal Highway Administration Funds	81.85	%

Widening from two to five lanes on 15 Mile Road from Beaconsfield Road to Gratiot Road, Macomb County.

9 Bidders

Purpose/Business Case: This project is for traffic congestion mitigation on roads in an urban county under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal Aid Highway system is further preserved by providing a benefit to the traveling public and increased economic interest. In addition, further services the quality of life for the people of Michigan.

49849A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract where the low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

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0.254 mi of roadway resurfacing, including cold milling hot mix asphalt surface, hot mix asphalt paving and pavement markings on Lake Street from River Street to Leonard Street in the village of Spring Lake, Ottawa County.

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Federal Highway Administration Funds	81.85 %
Village of Spring Lake	18.15 %

199.	LETTING OF SEPTEMBER 05, 2003 PROPOSAL 0309007 PROJECT STU 81406-75300 LOCAL AGRMT. 03-5453 START DATE - APRIL 05, 2004 COMPLETION DATE - NOVEMBER 05, 2004	ENG. EST. \$ 1,970,018.05	LOW BID \$ 1,696,350.92
		% OVER/UNDER EST.	
		-13.89 %	

0.90 mi of removing hot mix asphalt pavement, concrete curb and gutter, sidewalks, and drainage structures, reconstruction including, machine grading, hot mix asphalt, and concrete paving, drainage structures and pavement markings on South Main Street from Ann Arbor Road/Saline Road intersection to Eisenhower Parkway in the city of Ann Arbor, Washtenaw County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.	\$ 1,990,484.99	Same	5
Douglas N. Higgins, Inc.	\$ 1,995,906.35	Same	6
Michigan Paving and Materials			
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.			
Angelo Iafrate Construction Company	\$ 1,696,350.92	Same	1 **
Barrett Paving Materials, Inc.			
ABC Paving Company			
Fonson, Inc.	\$ 1,979,394.58	Same	4
Cadillac Asphalt, LLC.	\$ 1,939,482.48	Same	3
Todd T. Kneisel Construction Co.	\$ 1,871,024.09	Same	2

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

75300A	
City of Ann Arbor	69.02 %
Federal Highway Administration Funds	30.98 %

Shoulder work, guardrail improvements, and pedestrian signs at various locations in Calhoun County.

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Calhoun County	18.15 %
Federal Highway Administration Funds	81.85 %

1.88 km of bituminous resurfacing, including 0.78 km of reconstruction, machine grading, trenching, subbase, aggregate base, aggregate shoulders, drainage improvements, pavement marking and slope restoration on Round Lake Road (F-97) from M-18 to north of Renas Road in Sherman Township, Gladwin County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Bolen Asphalt Paving, Inc.			
Rieth-Riley Construction Co., Inc.	\$ 557,832.87	Same	7
Fisher Contracting Company			
D. J. McQuestion & Sons, Inc.			
Central Asphalt, Inc.			
M & M Excavating Company, Inc.	\$ 487,175.50	Same	5
Rohde Brothers Excavating, Inc.			
William E. Lang, Inc.			
Prince Bridge & Marine, LTD.	\$ 465,390.85	Same	3
Cadwell Brothers Construction	\$ 483,862.40	Same	4
Pyramid Paving & Contracting	\$ 441,117.48	Same	2
CJ's Excavating Septic Service, Inc.	\$ 509,427.83	Same	6
Bernie Johnson Trucking, Inc.	\$ 417,119.65	Same	1 **
CH Contracting, LLC.			
Porath Contractors, Inc.			
Ron Bretz Excavating, Inc.			
L. J. Construction, Inc.			
3-S Construction			

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Gladwin County	30.97 %
Federal Highway Administration Funds	20.71 %
State Restricted Trunkline Funds	48.32 %

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New Project Identification: Reconstruction.

204.	LETTING OF SEPTEMBER 05, 2003 PROPOSAL 0309027 PROJECT STL 35053-72663 LOCAL AGRMT. 03-5495 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 15, 2003	ENG. EST. \$ 75,480.68	LOW BID \$ 65,868.99 % OVER/UNDER EST. -12.73 %
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0.2 mi of road resurfacing with minor widening, including hot mix asphalt paving, aggregate shoulders, base crushing and shaping, geotextile separator, subbase underdrain, pavement markings and slope restoration on Harris Street from First Street to North Street in the city of Tawas City, Iosco County.

BIDDER	AS-READ	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 65,868.99	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 112,746.65	Same	3
Pyramid Paving & Contracting	\$ 69,679.72	Same	2

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

72663A	
Federal Highway Administration Funds	80.00 %
City of Tawas City	20.00 %

205. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309028 \$ 84,520.00 \$ 67,029.31
 PROJECT CMG 58460-53612
 LOCAL AGRMT. 03-5491 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2003 -20.69 %

Traffic signal upgrades along Lewis Avenue at Sterns Road, Dean Road, and Temperance Road from south of Sterns Road to north of Temperance Road, in Monroe County.

BIDDER	AS-READ	AS-CHECKED	
Severance Electric Co., Inc.	\$ 67,029.31	Same	1 **
Trans Tech Electric, L.P.			
J. Ranck Electric, Inc.	\$ 74,649.00	Same	4
John R. Howell, Inc.	\$ 68,887.85	Same	2
Rauhorn Electric, Inc.	\$ 68,950.50	Same	3

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

53612A

Federal Highway Administration Funds 100 %

Remove an existing one span steel stringer with concrete deck bridge, construction of a one span precast concrete box beam bridge and related approach work, and construction and removal of a temporary road and bridge on District 5 Road over the Pine Creek, in Norway Township, Dickinson County.

5 Bidders

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Funding Source:

Dickinson County	6.16 %
Federal Highway Administration Funds	79.02 %
State Restricted Trunkline Funds	14.82 %

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

New Project Identification: Bridge replacement.

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work on North Maple Drive bridge over Paw Paw Lake channel in Coloma Township, Berrien County.

6 Bidders

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Funding Source:

Berrien County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

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59817A

Saginaw County	5.75 %
Federal Highway Administration Funds	79.37 %
State Restricted Trunkline Funds	14.88 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

211. LETTING OF SEPTEMBER 05, 2003	ENG. EST.	LOW BID
PROPOSAL 0309034	\$ 1,012,144.00	\$ 857,118.48
PROJECT STU 82457-56131		
LOCAL AGRMT. 03-5476		% OVER/UNDER EST.
START DATE - APRIL 15, 2004		
COMPLETION DATE - 45 working days		-15.32 %

2.455 km of cold milling bituminous surface, bituminous resurfacing, concrete pavement repair, adjusting drainage structures, concrete curb cap, concrete sidewalk, concrete ramps, and pavement markings on Oakwood Boulevard from Park to Rotunda Drive in Wayne County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 883,738.89	Same	2
Barrett Paving Materials, Inc.	\$ 956,815.49	Same	3
Cadillac Asphalt, LLC.	\$ 857,118.48	Same	1 **

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56131A	
Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

County-wide regulatory and warning sign replacement including steel posts, wood posts, signs, and traffic control, county-wide at various locations in Oscoda County.

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Oscoda County	20.00 %
Federal Highway Administration Funds	80.00 %

Culvert replacement, approach work, and guardrail installation on Rainy Lake Road culvert over Rainy River in Case Township, Presque Isle County.

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

73984A

Presque Isle County	20.00 %
Federal Highway Administration Funds	80.00 %

1.5 km of roadway grading, including aggregate surface course, subbase, earthwork, clearing, culverts, fencing, guardrail, and slope restoration on Herner Road from north of the Tittabawassee River bridge northerly, in Bourret Township, Gladwin County.

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

58342A

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215. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309038 \$ 329,398.60 \$ 308,482.55
 PROJECT STH 41609-54031
 LOCAL AGRMT. 03-5449 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2004 -6.35 %

0.388 km of intersection reconstruction, including
 curb and gutter, driveway closures, drainage
 improvements, and bituminous resurfacing on Lake Michigan
 Drive at Collindale Road intersection, in the city of Grand
 Rapids, Kent County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 336,023.97	Same	5
Velting Contractors, Inc.			
Milbocker and Sons, Inc.	\$ 340,106.07	Same	6
Dykema Excavators, Inc.	\$ 442,688.19	Same	9
Nagel Construction, Inc.	\$ 308,482.55	Same	1 **
M & M Excavating Company, Inc.			
Wadel Stabilization, Inc.			
Wyoming Excavators, Inc.	\$ 312,162.00	Same	2
Stein Construction Co., Inc.			
Nashville Construction Company	\$ 351,446.54	Same	7
C & D Hughes, Inc.			
Diversco Construction Company	\$ 393,091.00	Same	8
Schippers Excavating, Inc.	\$ 331,539.00	Same	4
Prince Bridge & Marine, LTD.	\$ 313,018.80	Same	3
Lodestar Construction, Inc.			
Kentwood Excavating, Inc.			
North River Excavating, Inc.			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

54031A	
Federal Highway Administration Funds	66.51 %
City of Grand Rapids	33.49 %

Bridge removal of B01 on Fort Street at Power
Canal in the city of Sault Ste. Marie, Chippewa County.

3 Bidders

New Project Identification: Bridge removal.

217.	LETTING OF SEPTEMBER 05, 2003 PROPOSAL 0309040 PROJECT CMG 81900-59113 LOCAL AGRMT. 03-5475 START DATE - MARCH 15, 2004 COMPLETION DATE - AUGUST 31, 2004	ENG. EST. \$ 664,437.50	LOW BID \$ 544,353.44 % OVER/UNDER EST. -18.07 %
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9.248 km of traffic signal interconnect, including controller box cabinet, electric conduit and handhole installation on Stadium Boulevard from North Miller road to Washtenaw Avenue, in the city of Ann Arbor, Washtenaw County.

BIDDER	AS-READ	AS-CHECKED	
Severance Electric Co., Inc.	\$ 544,353.44	Same	1 **
Posen Construction, Inc.			
Trans Tech Electric, L.P.			
J. Ranck Electric, Inc.	\$ 663,798.00	Same	5
John R. Howell, Inc.	\$ 659,153.07	Same	4
Rauhorn Electric, Inc.	\$ 549,141.25	Same	2
Corby Energy Services, Inc.	\$ 549,826.05	Same	3

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

59113A		
Federal Highway Administration Funds	100	%

218. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309041 \$ 253,780.30 \$ 235,780.00
 PROJECT STH 73609-73987
 LOCAL AGRMT. 03-5451 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 25, 2004 -7.09 %

Bridge railing replacement and street lighting on Genesee
 Street bridge over the Saginaw River in the city of Saginaw,
 Saginaw County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 320,359.00	Same	8
J. Slagter & Son Construction Co.	\$ 235,780.00	Same	1 **
S. L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.	\$ 247,549.00	Same	3
Midwest Bridge Company	\$ 285,542.00	Same	7
Hardman Construction, Inc.	\$ 242,541.90	Same	2
Posen Construction, Inc.	\$ 265,012.00	Same	5
Walter Toebe Construction Co.	\$ 371,087.26	Same	9
Anlaan Corporation	\$ 253,104.20	Same	4
Prince Bridge & Marine, LTD.	\$ 269,038.00	Same	6
3-S Construction			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

73987A

Federal Highway Administration Funds	80.00 %
City of Saginaw	20.00 %

219.	LETTING OF SEPTEMBER 05, 2003 PROPOSAL 0309042 PROJECT STUL 61407-56367 LOCAL AGRMT. 03-5454 START DATE - 10 days after award COMPLETION DATE - OCTOBER 17, 2003	ENG. EST. \$ 881,430.50	LOW BID \$ 987,777.54 % OVER/UNDER EST. 12.07 %
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2.42 mi of cold milling hot mix asphalt surface,
 hot mix asphalt crushing and shaping, concrete curb
 and gutter, storm drain improvements, hot mix asphalt paving
 and pavement markings on Sherman Boulevard and Black Creek
 Road from US-31 to Heights Ravenna Road in Muskegon County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,082,481.64	Same	2
Michigan Paving and Materials	\$ 987,777.54	Same	1 **
Omans Contracting, Inc.			
Aggregate Industries-Central Region			
MSO Construction Limited			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56367A	
Muskegon County	18.15 %
Federal Highway Administration Funds	81.85 %

220. LETTING OF SEPTEMBER 05, 2003 ENG. EST. LOW BID
 PROPOSAL 0309043 \$ 2,548,820.00 \$ 2,336,570.99
 PROJECT ASTU 63459-56280
 LOCAL AGRMT. 03-5480 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2004 -8.33 %

1.56 mi of hot mix asphalt surfacing of existing gravel
 roadway including curb and gutter and drainage improvements
 on Holcomb Road from Bridge Lake Road to Reese Road in
 Oakland County.

13.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Maclean Construction Company			
Michigan Paving and Materials			
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 2,555,425.30	Same	4
Dan's Excavating, Inc.	\$ 2,336,570.99	Same	1 **
Sunset Excavating, Inc.	\$ 2,400,421.80	Same	2
Pamar Enterprises, Inc.	\$ 2,745,311.55	Same	8
Zito Construction Co.	\$ 2,427,402.00	Same	3
L. D'Agostini & Sons, Inc.			
The Oakland Excavating Company	\$ 2,739,234.80	Same	7
Waterland Trucking Service, Inc.			
Ron Bretz Excavating, Inc.	\$ 2,655,646.48	Same	5
Genoak Construction Company	\$ 2,723,996.00	Same	6
Cadillac Asphalt, LLC.	\$ 2,394,820.30	cannot total	n/c
Todd T. Kneisel Construction Co.	\$ 2,779,570.29	Same	9

10 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

56280A	
Oakland County	18.28 %
Federal Highway Administration Funds	81.72 %

221.	LETTING OF SEPTEMBER 05, 2003 PROPOSAL 0309051 PROJECT STH 60609-73968 LOCAL AGRMT. 03-5494 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 14, 2003	ENG. EST. \$ 74,407.00	LOW BID \$ 61,049.70 % OVER/UNDER EST. -17.95 %
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Guardrail installation, including embankment and slope restoration on Meridian Line Road from north of M-32 to south of Briley Road in Charlton and Vienna Townships, Otsego and Montmorency Counties.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 65,053.05	Same	3
Snowden, Inc.	\$ 71,951.40	Same	6
Ackley Construction, Inc.	\$ 69,332.95	Same	5
Nationwide Fence & Supply Company	\$ 62,724.44	Same	2
Tri-Valley Landscaping, Inc.	\$ 67,171.75	Same	4
J & J Contracting, Inc.	\$ 77,050.40	Same	7
Rite Way Fence, Inc.	\$ 61,049.70	Same	1 **

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

73968A	
Montmorency County	20.00 %
Federal Highway Administration Funds	80.00 %

New Project Identification: Bridge replacement.

7.00 % DBE participation required

EXTRAS

224. **Item Number 2003 - 49**

Control Section/Job Number: 33084 – 60385A MDOT Project

Contractor: Terry Construction, Inc.
8600 Berk Boulevard
Hamilton, Ohio 45015

Designed By: MDOT
Engineer's Estimate: \$1,035,135.64

Description of Project:

15.55 mi of microsurfacing including overband crack fill and bump removal on I-96 from Meridian Road easterly to M-52 and on M-43 from Cornell Road easterly to Zimmer Road and from Williamston east city limit to M-52 in the townships of Alaiedon, Leroy, Meridian, Wheatfield and Williamston, Ingham County.

Administrative Board Approval Date:	March 4, 2003	
Contract Date:	March 11, 2003	
Original Contract Amount:	\$925,511.60	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>358,443.17</u>	<u>+ 38.73%</u>
Revised Total	<u>\$1,283,954.77</u>	+ 38.73%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 0.00% over the original budget for an **Authorized to Date Amount** of \$925,511.60.

Approval of this extra will place the authorized status of the contract + 38.73% over (+ \$358,443.17) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1, r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

The deletion of the following two items:

Micro-surface warranty	-122,107.000 Syd @ 2.12/Syd	\$ -258,866.84
Overband Crack Fill,	-8.670 Rbmi @ 3493.6000	<u>-30,289.51</u>
Sub-total		-289,156.35

The addition of the following three items:

Mobilization, HMA	5,250.000 dlr @ \$1.00/dlr	\$ 5,250.00
Cold Milling HMA Surface	122,107.000 syd @ \$1.10/syd	134,317.70
HMA, 5E30 (70-22)	10,074.000 t @ \$50.43/t	<u>508,031.82</u>
Sub-total		647,599.52
Total net cost of Extras		<u>\$358,443.17</u>

Reason(s) for Extra(s)/Adjustment(s):

Reason for the above items: the contractor was directed to eliminate the contract items of overband crack fill, roadbed and micro-surface, warranty from the EB I-96 portion of this project. The pavement condition in this section has deteriorated to a level where micro-surfacing is not the optimal roadway treatment and would not be appropriate. The corresponding contract modification includes a deduction from the contract of \$289,156.35 to account for the elimination of the crack-fill and micro-surface..

The payment for the extra pay items of Cold Milling Hot Mix Asphalt surface, Hot Mix Asphalt 5E30, and mobilization will include all the equipment, material and labor to complete the required work. The unit prices for this extra work were negotiated in accordance with Standard Specification 109.07.A, B, D, and E and compare favorably with MDOT published average unit prices for similar work. The unit prices include the prime contractor's 5 percent allowable markup for subcontract work. Supporting documentation is in the project files located at the Lansing Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its September 25, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: To properly maintain the existing roadway.

Benefit: Changing the original work from micro-surfacing to cold milling and resurfacing gives a better constructed project for this roadway.

Funding Source: State Restricted Trunkline, 90.00%; FHWA, 10.00%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work leaves this pavement surface to prematurely deteriorate. This would require a higher dollar fix in the near future.

Cost Reduction: The cost of these extras are based on negotiated unit costs which are in line with average unit prices.

New Project Identification: This is an existing project already under contract.

225. **Item Number 2003 - 50**

Control Section/Job Number: 79032 – 48599A MDOT Project

Contractor: Saginaw Asphalt Paving Co.
3200 Carrollton Road
P. O. Box 577
Carrollton, Michigan 48724

Designed By: Consultant
Engineer's Estimate: \$1,351,568.55

Description of Project:

7.3 km of cold milling, joint repairs, bituminous overlay, and safety upgrades on M-15 from the north village limits of Vassar northerly to M-46 in the townships of Denmark and Tuscola, Tuscola County.

Administrative Board Approval Date:	November 19, 2002	
Contract Date:	December 2, 2002	
Original Contract Amount:	\$1,107,093.06	
Total of Overruns/Changes (Approved to Date):	-24,972.23	- 2.26%
Total of Extras/Adjustments (Approved to Date):	44,516.47	+ 4.02%
THIS REQUEST	<u>224,063.87</u>	<u>+20.24%</u>
Revised Total	<u>\$1,350,701.17</u>	+22.00%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 1.76% over the original budget for an **Authorized to Date Amount** of \$1,126,637.30.

Approval of this extra will place the authorized status of the contract + 22.00% over (+ \$243,608.11) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Bituminous Mixture 5E3 Special	6,582.370 t @ \$34.04/t	<u>\$224,063.87</u>
Total		<u>\$224,063.87</u>

Reason(s) for Extra(s)/Adjustment(s):

Reason for the above items: these pay items were necessary due to a change in bituminous material specifications for AWI (Aggregate Wear Index), which improves the skid resistance of the pavement. The necessary changes in specifications were made on a statewide basis after studies by MDOT indicated inadequate skid resistance on some pavements. The unit prices for this extra work were negotiated in accordance with Standard Spec. 109.07.A and compare favorably with MDOT published average unit prices for similar work. Documentation for this work is located in the project files at the Cass City Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its September 25, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: To improve skid resistance of bituminous pavement, this will improve safety for the motoring public.

Benefit: Doing this work assures that the public will have state of the art material incorporated in the pavement surface of this project.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not upgrading the specification for aggregate wear index potentially leads to liability. The pavement surface would not have as much friction as the most current specification. The higher the friction is the lower the likelihood of accident occurrence.

Cost Reduction: The cost of this extra was negotiated in accordance with Standard Spec. 109.07.A and compare favorably with MDOT published average unit prices for similar work.

New Project Identification: This is an existing project already under contract.

226. **Item Number 2003 - 53**

Control Section/Job Number: 63459 – 33723A Local Agency Project

Contractor: Oakland Excavating Company
31 Oakland Avenue, Suite B
Pontiac, Michigan 48342

Designed By: Consultant
Engineer's Estimate: \$5,552,490.81

Description of Project:

Construction of new road including concrete pavement, drainage structures, traffic signal work, wetland mitigation, and miscellaneous related work on Telegraph Road extension from Dixie Highway (US-24) to Walton Boulevard in the city of Pontiac, Oakland County.

Administrative Board Approval Date:	March 20, 01	
Contract Date:	May 18, 2001	
Original Contract Amount:	\$3,901,287.11	
Total of Overruns/Changes (Approved to Date):	284,044.30	+ 7.28%
Total of Extras/Adjustments (Approved to Date):	207,722.11	+ 5.32%
THIS REQUEST	<u>40,000.00</u>	<u>+ 1.03%</u>
Revised Total	<u>\$4,433,053.52</u>	+ 13.63%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +12.60% over the original budget for an **Authorized to Date Amount** of \$4,393,053.52.

Approval of this extra will place the authorized status of the contract + 13.63% over (+\$531,766.41) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 22, r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Roadway Final Grading	1.000 LS @ \$ 40,000.00	<u>\$40,000.00</u>
Total		<u>\$40,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

Reason for the above items: during final grading and concrete trimming operations, it was determined that various areas within the proposed roadway required additional grading and aggregate base reshaping, in order to provide the necessary transverse and longitudinal slopes for improving the sub-grade to accommodate drainage and prepare the aggregate base to an acceptable condition to receive concrete pavement. This work consists of removing the aggregate base, the subbase layer, excavating minor amounts of sub-grade and replacing and compacting the excavated sand and stone prior to concrete pavement operations. All sub-grade repair areas were documented on a time and material basis.

The unit price for this extra work was negotiated in accordance with 1996 Standard Specifications for Highway Construction 103.04, 109.07.C.1 and 109.07.C.3. and used MDOT published average unit prices. Supporting documentation can be found in the project files at the Oakland Transportation Service Center.

This Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for additional funding for preparation needed prior to placement of concrete pavement.

Benefit: Doing this work assures that the public will have a structure that will last for as long as possible before needing to be replaced.

Funding Source: FHWA, 80%; City of Pontiac, 20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: Not doing this work will undoubtedly lead to premature pavement failure, and consequently the early accessing of governmental funding to repair, fix, and maintain the pavement before necessary.

Cost Reduction: The cost of this extra is based upon records as documented by the Nowak & Fraus, PLLC consulting firm. This project was overseen by the Oakland Transportation Service Center. The cost is based on extra time and materials per standard MDOT procedure.

New Project Identification: This is an existing project already under contract.

227. **Item Number 2003 - 54**

Control Section/Job Number: 82022 – 58150A MDOT Project

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Township, Michigan 48315

Designed By: Consultant
Engineer's Estimate: \$5,382,164.73

Description of Project:

1.3 mi of interchange reconstruction, roadway realignment, and drainage on the I-94 access road between I-94 and Schaefer Road in the city of Dearborn, Wayne County.

Administrative Board Approval Date:	May 6, 2003	
Contract Date:	May 12, 2003	
Original Contract Amount:	\$4,433,223.18	
Total of Overruns/Changes (Approved to Date):	-384,809.75	- 8.68 %
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00 %
THIS REQUEST	<u>777,144.45</u>	<u>+ 17.53 %</u>
Revised Total	<u>\$4,825,557.88</u>	+ 8.85 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract -8.68% under the original budget for an **Authorized to Date Amount** of \$4,048,413.43.

Approval of this extra will place the authorized status of the contract +8.85% over (+\$392,334.70) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1, r.14; 2, r.4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1, , r. 14		
Subgrade Undercutting , Type IV, 21AA Modified	500.000Cyd @\$ 23.00/Cyd	\$11,500.00
Aggregate Subbase, 14 inch	28,601.000Syd @\$ 10.50/Syd	300,310.50
Video Taping Sewer and Culvert Pipe 36 inch	183.000Ft @\$ 0.85/Ft	155.55
Salvage Sign Type I, Store Re-install	3.000Ea @\$ 800.00/Ea	2,400.00
Temporary NR Paint	158.000Ft @\$ 5.00/Ft	790.00
24 inch Stop Bar		
Temporary NR Paint	3.000Ea @\$ 60.00/Ea	180.00
Only LegendTemporary NR Paint	1.000Ea @\$ 50.000/Ea	50.00
Right Turn Arrow		

Temporary NR Paint	2.000Ea @\$ 50.00/Ea	100.00
Left Turn Only		
Remove Special Markings	74.00Ea @\$ 1.60/Ea	118.40
Cold Milling Concrete Pavement	1,200.000Syd @\$ 8.00/Syd	9,600.00
Tree, Removal 19 inch to 36 inch	4.000Ea @\$ 800.00/Ea	<u>3,200.00</u>
Sub-total, CM 1, rev. 14		\$328,404.45
CM 2, rev. 4		
Subgrade Undercutting Fill Special	22,437.0 Tons @ \$20.00/Tons	<u>448,740.00</u>
Total for this Agenda Item		<u>\$777,144.45</u>

Reason(s) for Extra(s)/Adjustment(s):

Reason for the above items: after consulting with regional Material and Technology personnel it was decided, due to saturated and highly unstable, clay soils, to backfill with limestone to provide an adequate base for paving and the required pavement structural support. The majority of the proposed pavement area will need a 16 inch undercut filled with limestone. The 16 inch undercut filled with limestone is comparable in cost to a 3 foot undercut filled with sand, which was required for a project in the vicinity at I-94 and M-39.

The current project also required additional work to video tape sewer and culverts; salvage, store, and re-install signs; do pavement markings work; and remove trees. All of this work is necessary to construct the project to standard.

The unit price for this extra work is governed in accordance with Standard Specifications 103.04 of the 2003 interim Standard Specification for Highway Construction and is based on MDOT published average unit prices for similar work. Supporting documentation may be found in the project files at the Taylor Transportation Service Center.

This Extra was recommended for approval by the State Transportation Commission at its September 25, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for additional funds to properly prepare the grade for adequate support of the roadway and to incorporate item omitted by the firm that designed this project.

Benefit: Doing this work assures that the public will have well constructed pavement facility.

Funding Source: State Restricted Trunkline, 89.07%; City of Dearborn, 10.93%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: Not doing this work would lead to premature failure of the pavement and would be extremely costly both to maintain and repair.

Cost Reduction: Cost of this extra is based upon Michigan Department of Transportation published average prices. This project was overseen by the Taylor Transportation Service Center.

New Project Identification: This is an existing project already under contract.

228. **Item Number 2003 -55**

Control Section/Job Number: 28012 – 58790A MDOT Project

Contractor: Elmer's Crane & Dozer, Inc.
3600 Rennie School Road, P. O. Box 6150
Traverse City, Michigan 49696-6150

Designed By: MDOT
Engineer's Estimate: \$442,716.43

Description of Project:
0.50 mi of cold milling, resurfacing, adding right turn lanes and signal installation at the intersection of US-31 and M-37 (South Airport Road) in the township of Garfield, Grand Traverse County.

Administrative Board Approval Date:	March 4, 2003	
Contract Date:	April 9, 2003	
Original Contract Amount:	\$540,224.99	
Total of Overruns/Changes (Approved to Date):	20,501.46	+ 3.79%
Total of Extras/Adjustments (Approved to Date):	38,724.83	+ 7.17%
THIS REQUEST	<u>122,039.88</u>	<u>+ 22.59%</u>
Revised Total	<u>\$721,491.16</u>	+ 33.55%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 10.96% over the original budget for an **Authorized to Date Amount** of \$599,451.28.

Approval of this extra will place the authorized status of the contract + 33.55% over (+\$181,266.17) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 2, 3, 4 & 5

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Roadway Grading Type II	7.000Sta @\$ 4035.00/Sta	\$ 28,245.00
Curb and Gutter, Concrete, Detail	820.000Ft @\$15.50/Ft	12,710.00
Drainage Structure, 48 inch Diameter	7.000Ea @\$1,120.00/Ea	7,840.00
Drainage Structure, Tap, 6 inch	4.000Ea @\$200.00/Ea	800.00
Sewer Bulkhead, 12 inch	1.000Ea @\$225.00/Ea	225.00
Sewer Tap, 12 inch	1.000Ea @\$300.00/Ea	300.00
Sewer Tap 6 inch	5.000Ea @\$250.00/Ea	1,250.00
Sewer, Class A, 12 inch Trench Detail B	344.000Ft @\$45.20/Ft	15,548.80
Sewer, Class A, 15 inch Trench Detail B	255.00Ft @\$48.50/Ft	12,367.50
Sewer, Class A, 24 inch Trench Detail B	80.000Ft @\$67.40/Ft	<u>5,392.00</u>
Total of the Extras for CM 2		\$84,678.30

Reason for the items on CM 2: it was necessary to add these items to the contract to properly transition the roadway elevation on the west end of the Airport Road approach to the widening of the intersection located at US-31. This work will coincide with another project that the Grand Traverse County Road Commission will complete. The remainder of the west leg of the Airport Road will be done by the Grand Traverse County Road Commission.

CM 3

Video Detector Processor Six Channel	1.000Ea @\$35,750.00/Ea	\$ 35,750.00
Stand Alone Push Button Post	1.000Ea @\$495.00/Ea	495.00
Post Foundation	1.000Ea @\$220.00/Ea	220.00
20 conductor IMSA Wire	715.000Dlr @\$1.000/Dlr	<u>715.00</u>
Total of the Extras for CM 3		\$37,180.00

Reasons for the items on CM3: these extra items were recommended by the Lansing Traffic and Safety Signals staff to maximize the function of the proposed traffic signal installation.

CM 4.

Restocking Charge Reimbursement	121.580Dlr @\$1.00/Dlr	\$121.58
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Reason for the item on CM 4: as per section 109.05 of the 2003 interim Michigan Department of Transportation Standard Specification for Construction, it is recommended to reimburse the Contractor for restocking charges incurred for materials purchased for the item "Permeable Runoff Structure", which was subsequently eliminated from the project.

CM 5

Barricade Light Replacement	60.000Dlr @\$1.00/Dlr	\$60.00
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Reason for the item in CM 5: as per section 812.04 of the 2003 interim Michigan Department of Transportation Standard Specification for Highway Construction, it is recommended to reimburse the Contractor for four damaged lights at a rate of \$15.00/ light.

Total for this request	<u>\$122,039.88</u>
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The unit prices for this extra work were negotiated in accordance with the Michigan Department of Transportation 2003 interim Standard Specifications for Highway Construction and compare favorably with Michigan Department of Transportation published average unit prices for similar work. Supporting documentation can be found in the project files at the Traverse City Transportation Service Center.

This Extra was recommended for approval by the State Transportation Commission at its September 25, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for additional funding to be used in augmentation of grading, drainage, signal control and traffic control improvements.

Benefit: Doing this work assures that the public will have optimal technological materials and standards incorporated into this project.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Omission of these items would mean that the public would not have the facility brought up to the current standard levels potentially leading to more accidents, property damage and personal injury.

Cost Reduction: The cost of these extras is based upon standard specification and published prices. The documentation can be located at the Traverse City Transportation Service Center.

New Project Identification: This is an existing project already under contract.

229. **Item Number 2003 - 57**

Control Section/Job Number: 82522 – 52624A Local Agency Project

Contractor: ABC Paving Company
2650 Van Horn Road
Trenton, Michigan 48183

Designed By: Local Agency
Engineer's Estimate: \$1,603,322.40

Description of Project:

Reconstruction of approximately 1.6 km of bituminous roadway including bituminous concrete pavement, Scotten Street from Michigan (US-12) to Brandon in the city of Detroit, concrete pavement drainage structures and watermain on Clark Street from Michigan (US-12) to Brandon, and Wayne County

Administrative Board Approval Date:	November 7, 2000	
Contract Date:	March 6, 2001	
Original Contract Amount:	\$1,618,219.80	
Total of Overruns/Changes (Approved to Date):	-90,829.04	- 5.61 %
Total of Extras/Adjustments (Approved to Date):	0.00	0.00 %
THIS REQUEST	<u>687,060.45</u>	+42.46 %
Revised Total	<u>\$2,214,451.21</u>	+36.85 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract -5.61% under the original budget for an **Authorized to Date Amount** of \$1,527,390.76.

Approval of this extra will place the authorized status of the contract +36.85% over (+\$596,231.41) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1, r. 1; 2; 3, r.1; 5 & 7, r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1, r.1

Watermain Alteration Permit Fees	1.000LS @\$7,000.00/LS	\$7,000.00
Integral Curb and Walk Removal	1,000.000m @\$42.65/m	42,650.00
Sidewalk, Concrete, 100mm	7,600.000m2 @\$31.10/m2	<u>236,360.00</u>
Total for CM 1, r.1		286,010.00

CM 2

Reimbursement for Soil Analysis	1.000LS @\$8,540.02/LS	8,540.02
Total for CM 2		<u>8,540.02</u>

CM 3, r. 1

Force Account Budget For Public Lighting Duct Bank Removal	1.000LS @\$9,664.43/LS	9,664.43
Force Account Budget For Road Drainage System Installation	1.00LS @\$205,479.65/LS	205,479.65
Adjustment For Lump Sum item	-1.000dlr @\$82,500.00/dlr	-82,500.00
Force Account for Exploratory Work For Sewer Installation	1.000LS @\$8,588.21/LS	8,588.21
Idle Equipment Down Time For Watermain Installation	1.000 @ \$4,023.54/LS	4,023.54
Force Account For Exploratory Work For Water Main Installation	1.000LS @\$3,892.06/LS	3,892.06
Force Account For Survey & Design Plan Error	1.000LS @\$10,998.85/LS	<u>10,998.85</u>
Total for CM 3, r.1		\$160,146.74

CM 5

Integral Curb and Walk Removal	363.700m @\$42.65/m	<u>15,511.81</u>
Total for CM 5		\$15,511.11

CM 7, r.2

Installation of Edge Drain	1.000dlr @\$12,103.80/dlr	12,103.80
Backfilling with 21AA Limestone and 1x3 Limestone	1.000dlr @\$4,396.25/dlr	4,396.25
Compensation on Rusted Steel	1.000dlr @\$12,927.20/dlr	12,927.20
Force Account for Storm Sewer Installation	1.000LS @\$56,533.49/LS	56,533.49
Force Account for RR Tracks	1.000LS @\$50,472.55/LS	50,472.55
Metro Sand Blasting Claim	1.000LS @\$5,081.01/LS	5,081.01
Additional for Raised Curb	1.000dlr @\$ 3,300.00/dlr	3,300.00
Use of Concrete Pumper Truck	1.000dlr @\$3,425.00/dlr	3,425.00
Removal of Encased Conduit	1.000dlr @\$8,718.60/dlr	8,718.60
Conduit Design	1.000dlr @\$40,059.00/dlr	40,059.00
Extra for Machine Wedging	1.000dlr @\$ 10,923.75/dlr	10,923.75
Compensation for Motor City	1.000dlr @\$2,036.93/dlr	2,036.93
Additional Form Work on Clark Street	1.000dlr @\$6,875.00/dlr	<u>6,875.00</u>
Total for CM 7, r.2		\$216,852.58

Total of extras for this agenda**\$687,060.45****Reason(s) for Extra(s)/Adjustment(s):**

The extra items in CM 1, r. 1 are to address the cost of the acquisition of a watermain permit not originally established in the contract documents, as well as to substitute the 100mm Sidewalk for the 150mm Sidewalk that is in the proposal. The original intent is to utilize the 100 mm Sidewalk. The plans show 150mm Sidewalk. This extra work is governed under 1.04.03 of the 1996 Standard Specification for Highway Construction and the unit prices for these items are based upon MDOT published average prices.

The item in CM 2 is for the chemical testing to establish whether or not soil on the project site was contaminated. This extra work is governed under section 1.04.03 of the 1996 Standard Specification for Highway Construction and the unit price is based upon direct invoice cost for the work done by Midwest Analytical Services and TolTest.

The extra items in CM 3, r. 1 are to address public lighting, roadway drainage, adjusting the cost of steel structure cleaning and coating, exploratory work for sewer installation, exploratory work for watermain installation, idle equipment reimbursement for watermain, survey and design plan error. The adjustment for steel cleaning and coating is covered by section 1.01.02 of the 1996 Standard Specifications for Highway Construction. The idle equipment item prices are based upon section 1.09.06 of the 1996 Standard Specification for Highway Construction. The prices of the remainder of the items in CM 3, r. 1 are based on section 1.09.05 b., c. and e. of the 1996 Standard Specifications for Highway Construction, and compares favorably to industry standards.

The extra item in CM 5 balances the request for Integral Curb and Walk Removal established in CM 1, r. 1.

The majority of the extra items in CM 7, r. 2 are to address drainage issues, steel structural work, sand blasting, conduit work, machine wedging, concrete-pumper truck rental, and form work for concrete at Clark Street. These unit prices are based upon published MDOT unit prices, and are governed by section 1.03.04 of the 1996 Standard Specification for Highway Construction. The prices for the force accounts for storm sewer installation and railroad work are the remainder of the items in CM 7, r. 2. These are based on section 1.09.05 b., c. and e. of the 1996 Standard Specification for Highway Construction, and compares favorably to industry standards.

Supporting documentation may be found in the project files at the Detroit Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its September 25, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for funding of extra items of work omitted during the development of the plans and proposal.

Benefit: Approval of this work assures that the public will have a roadway facility built to the standard specification governing the contract documents.

Funding Source: FHWA, 76.90%; City of Detroit, 23.10%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not incorporating this work would prevent this project from being constructed to the specifications that apply to this contract causing liability.

Cost Reduction: The costs associated with this work are based on MDOT published unit prices, material and service invoices, industry equipment rental rates and Davis-Bacon labor rates.

New Project Identification: This is an existing project already under contract.

230. **Item Number 2003 - 58**

Control Section/Job Number: 82052 – 45694A MDOT Project

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Township, Michigan 48315

Designed By: MDOT
Engineer's Estimate: \$8,235,571.63

Description of Project:

1.65 mi of cold milling and resurfacing, pavement repairs on US-24 from Van Born Road to Oxford Avenue, and 0.85 mi of total reconstruction of pavement on M-24 from Oxford Avenue to Fordson Avenue, and overhead sign upgrades from Eureka Road to M-102, polymer and deep overlays, concrete beam repair, abutment repair, and slope pavement repair on the northbound and southbound bridge over Ecorse Creek, in the cities of Dearborn and Dearborn Heights, Wayne County.

Administrative Board Approval Date:	April 1, 2003	
Contract Date:	April 10, 2003	
Original Contract Amount:	\$8,538,261.79	
Total of Overruns/Changes (Approved to Date):	-885,010.56	-10.36%
Total of Extras/Adjustments (Approved to Date):	0.00	+0.00%
THIS REQUEST	<u>1,159,495.64</u>	<u>+13.58%</u>
Revised Total	<u>\$8,812,746.87</u>	+3.22%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract -10.36% under the original budget for an **Authorized to Date Amount** of \$7,653,251.23.

Approval of this extra will place the authorized status of the contract +3.22% over (+\$274,485.08) the **Original Budget**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1 r.4; 2 r.2; 3 r.1; 4 r.2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1 r.4

Steel Casing Pipe, 54"	155.000Ft @\$1,040.000/Ft	\$161,200.00
Jacked in Place		
Water Main, Ductile Iron,	155.00Ft @\$315.00/Ft	48,825.00
DWSD, 36", Installed in Casing Pipe		
Concrete Encasement for 36",	80.000Ft @\$740.000/Ft	59,200.00
DWSD Water Main		
Drainage Structure, Cleaning	60.000Ea @\$130.00/Ea	7,800.00
Sewer Bulkhead, 12"	25.000Ea @\$265.00/Ea	<u>6,625.00</u>
Total for CM 1 r.4		\$283,650.00

CM 2 r.2

Concrete Encasement for 36"	111.400Ft @ \$ 740.00/Ft	\$82,436.00
DWSD Water Main		

CM 3 r.1

Exploratory Trenching Budget	75,000.000Dlr @ \$ 1.00/Dlr	\$75,000.00
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CM 4 r.2

Aggregate Subbase-Modified	55,391.000Syd @ \$ 12.96979/Syd	<u>\$718,409.64</u>
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Total

\$1,159,495.64

Reason(s) for Extra(s)/Adjustment(s):

Reason for the above items: the extra items in CM's 1 r.2, 2 r.2, and 3 r.1 are for water main work. The plans called for open cut installation of the water main. This was altered to jack boring because it was very likely that the adjacent roadway could be damaged during installation and this method of installation would be less likely to damage the existing road. The unit costs for this work are based upon published Michigan Department of Transportation unit prices. This work is governed by Section 103.04 of the 2003 Interim Standard Specification for Construction.

The extra items in CM 4 r, 2 are for changing the cross sectional profile from the standard sand subbase to an aggregate subbase. The contractor requested the change, and with the support of the MDOT Metro Material and Technological staff, the cross section was changed from 12" of sand subbase, geotextile separator, and 4" open-graded aggregate base, to geotextile separator on clay grade and 14" of 21AA-Modified Aggregate. The net cost difference of this substitution is two cents. The structural subbase concept has been recently used on other Michigan Department of Transportation Projects, and will enhance the structural capacity of the roadway. It will enable the contractor to complete this portion of the roadway sooner than placing two materials, as well as maintain local traffic easier. The unit costs for this work are based upon published Michigan Department of Transportation unit prices. This work is governed by Section 103.04 of the 2003 Interim Standard Specification for Construction.

Supporting documentation can be found in the project files at TTMPs, 123 Brighton Lake Road, Suite 203, Brighton 48116 and may be obtained by contacting the Detroit Transportation Service Center.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its September 25, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request is for funding of extra items of work omitted during the development of the plans and proposal as well as substitution of items to expedite construction phases.

Benefit: Approval of this work assures that the public will have a roadway facility built to the standard specification governing the contract documents, maintain underground utility service with out disruption, as well as have a better supported concrete pavement.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Dearborn, 2.36%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not incorporating this underground utility work would adversely affect the integrity of the existing roadway structure and would prevent this project from being constructed to thoroughly support the heavy machinery that will utilize the subbase and the base prior to the placement of the concrete pavement causing roadway failure as well and liability.

Cost Reduction: The cost of this extra is based on published Michigan Department of Transportation unit prices. These prices are industry standard and are reasonable.

New Project Identification: This is an existing project already under contract.

OVERRUNS

231. Item Number 10 - 1

Control Section/Job Number: 41401 – 50256A Local Agency Project
Contractor: Rieth-Riley Construction Co., Inc.
3626 Elkhart Road
P.O. Box 477
Goshen, Indiana 46527-0477

Designed By: Local Agency
Engineer's Estimate: \$633,158.00

Description of Project:

1.56 mi. of hot mix asphalt resurfacing with hot mix asphalt surface removal, aggregate base conditioning, concrete curb and gutter, and pavement marking on Lamoreaux Drive from Alpine Avenue (M-37) to West River Drive, Alpine and Plainfield Townships, Kent County.

Administrative Board Approval Date:	August 6, 2002	
Contract Date:	September 6, 2002	
Original Contract Amount:	\$479,058.62	
Total of Overruns/Changes (Approved to Date):	47,905.86	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	3,151.08	+ 0.66%
THIS REQUEST	<u>8,350.59</u>	+ <u>1.74%</u>
Revised Total	<u>\$538,466.15</u>	+ 12.40%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 10.66% over the original budget for an **Authorized to Date Amount** of \$530,115.56.

Approval of this overrun will place the authorized status of the contract + 12.40% over (+ \$59,407.53) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

This is a request for payment for the following changes to the contract:

Curb & Gutter, Removal	918.824 ft @ \$8.00/ft	\$7,350.59
Total		<u>\$7,350.59</u>

Reason(s) for Overrun(s):

Reason for items above: the condition of the existing curb and gutter had deteriorated between the development of the plans and the award of this contract. More curb and gutter needed to be removed than was identified in the plans. This overage is reasonable in comparison to the scope of the project. This work is governed under the 2003 Interim Standard Specifications for Highway Construction.

This Overrun is recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: Doing this work insures not having to return to this site and remove concrete curb and gutter in the near future.

Funding Source: FHWA, 81.85 %; Kent County, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work will require the concrete curb and gutter to be removed in the near future in a contract with a potentially higher unit price for removal.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is not a new project. It is an existing contract already under contract.

232. **Item Number 10 – 3**

Control Section/Job Number: 82400 – 56165A Local Agency Project

Contractor: PK Contracting, Inc.
1965 Barrett
Troy, Michigan 48084

Designed By: Local Agency
Engineer's Estimate: \$255,715.00

Description of Project:

Overlay cold plastic pavement markings at 125 intersection locations in the city of Detroit, Wayne County.

Administrative Board Approval Date:	July, 2, 2002	
Contract Date:	July 3, 2002	
Original Contract Amount:	\$268,433.72	
Total of Overruns/Changes (Approved to Date):	26,843.37	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>64,122.06</u>	+ <u>23.89%</u>
Revised Total	<u>\$359,399.15</u>	+ 33.89%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract + 10.00% over the original budget for an **Authorized to Date Amount** of \$295,277.09.

Approval of this overrun will place the authorized status of the contract + 33.89% over (+ \$90,965.43) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Removing Spec. Mrkg	1,345.150m2 @ \$37.50/m2	\$50,443.13
Pavt Mrkg, Overlay Cold Plas, 150mm, X-walk	2,026.507m @ \$6.75/m	<u>13,678.93</u>
Total		<u>\$64,122.06</u>

Reason(s) for Overrun(s):

Reason for items above: the removal of the special pavement markings had to be performed before the new markings could be placed. The second pay item needed to be increased to properly demarcate pedestrian crosswalks. The City of Detroit underestimated both these quantities. This work is governed under the 1996 Standard Specifications for Highway Construction.

This Overrun was recommended for approval by the State Transportation Commission at its September 25, 2003 meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: The public benefits from this work being done because the pavement is marked to the standard. The pedestrians using this facility can negotiate crossings safely.

Funding Source: FHWA, 100.00%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work leaves MDOT liable to litigation because we knowingly would not have marked this pavement to standard.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

233. **Item Number 10 - 4**

Control Section/Job Number: 29041 – 55562A MDOT Project

Contractor: Crawford Contracting, Inc.
630 Superior Street
Alma, Michigan 48801

Designed By:MDOT
Engineer's Estimate: \$281,905.36

Description of Project:

0.42 km of bituminous cold milling, resurfacing, widening for center left turn lane, curb and gutter and drainage improvements, on M-46 at the Luce Road intersection, in Pine River Township, Gratiot County.

Administrative Board Approval Date:	February 5, 2002	
Contract Date:	March 8, 2002	
Original Contract Amount:	\$269,376.33	
Total of Overruns/Changes (Approved to Date):	26,937.63	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	14,424.42	+ 5.35%
THIS REQUEST	<u>15,600.00</u>	+ <u>5.79%</u>
Revised Total	<u>\$326,338.38</u>	+ 21.14%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +15.35 % over the original budget for an **Authorized to Date Amount** of \$310,738.38.

Approval of this overrun will place the authorized status of the contract + 21.14 % over (+\$56,962.05) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Bituminous Mixture	325 ton @ \$48.00/ton	<u>\$15,600.00</u>
Total		<u>\$15,600.00</u>

Reason(s) for Overrun(s):

Reason for items above: additional bituminous material was required to complete this project as planned. Original quantities were underestimated. This work is governed under the 1996 Standard Specifications for Highway Construction.

This Overrun was recommended for approval by the State Transportation Commission at its September 25, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: Doing this work allows for the project to be completed to the lateral and vertical limits proposed in the plans. The public benefits by having this job constructed to the standard requirements for design.

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 20.00%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not increasing this bituminous mixture would result in a thinner pavement. The risk associated with not doing this would shorten the performance life of this pavement.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

234. **Item Number 10 - 5**

Control Section/Job Number: 63459 – 49981A Local Agency Project

Contractor: Michigan Paving & Materials Company
(formerly Thompson-McCully Company)
5905 Belleville Road
Belleville, Michigan 48111

Designed By: Consultant
Engineer's Estimate: \$377,519.00

Description of Project:

0.4 mi of bituminous and concrete pavement cold milling and repair, bituminous resurfacing, concrete curb and gutter repair, sidewalk repair and pavement marking on Perry Street, Water Street to Lawrence Street to Huron Street to Woodward Avenue and on University Drive, Perry Street to Woodward Avenue in the city of Pontiac, Oakland County.

Administrative Board Approval Date:	July 2, 2002	
Contract Date:	September 30, 2002	
Original Contract Amount:	\$316,937.04	
Total of Overruns/Changes (Approved to Date):	31,693.70	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	28,052.45	+ 8.85%
THIS REQUEST	<u>32,841.93</u>	+ <u>10.36%</u>
Revised Total	<u>\$409,525.12</u>	+ 29.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract +18.85% over the original budget for an **Authorized to Date Amount** of \$376,683.19.

Approval of this overrun will place the authorized status of the contract + 29.21% over (+ \$92,588.08) the **Original Budget**.

Overruns Previously Approved by the State Administrative Board: None

This contract modification requests payment for the following changes to the contract:

Hand Patching	142.549 t @ \$103.67/t	\$14,778.05
Pavement Removal	469.269 syd @ \$7.00/syd	3,284.88
Sidewalk Concrete	4,926.334 sft @ \$3.00/sft	<u>14,779.00</u>
Total		<u>\$32,841.93</u>

Reason(s) for Overrun(s):

Reason for items above: the first pay item was needed because cold milling removed more base bituminous pavement material than anticipated. Hand patching was needed to provide a uniform surface in the base bituminous level. The second pay item was needed because more pavement removal was needed at Perry Street to prepare for subsequent layers of new pavement material there. The sidewalk concrete was needed for pedestrian requirements at the site. It was underestimated for this project. This work is governed under the 2003 Interim Standard Specifications for Highway Construction.

This Overrun was recommended for approval by the State Transportation Commission at its September 25, 2003, meeting, and is now recommended for approval by the State Administrative Board.

Purpose/Business Case: This request supplements funds to the original contract to include the above items of work to the contract.

Benefit: The public benefits from this work being incorporated into the project because proper interim treatment will be done now prior to placement of top and leveling courses of pavement. The benefit of the side walk is that pedestrians will now be walking off the vehicular portion of this facility.

Funding Source: FHWA, 100.00%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project. The original contract cost is fixed.

Risk Assessment: Not doing this work shortens the performance life of the final pavement surface. Not doing the sidewalk work leaves pedestrian traffic mixed with vehicular traffic, leading to safety problems and liability issues.

Cost Reduction: The lowest possible quantity of work was performed at this site.

New Project Identification: This is an existing project already under contract.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director